

HUNT'S MERCHANTS' MAGAZINE, A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

VOL. 17.

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SATURDAY, NOVEMBER 1, 1873.

NO. 436.

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# The Chronicle.

THE COMMERCIAL AND FINANCIAL CHRONICLE is issued on Saturday morning, with the latest news up to midnight of Friday.

## THE RAILWAY MONITOR

The Publishers cannot be responsible for Remittances unless made by Drafts or Post-Office Money Orders.

The Aneat file for holding current numbers of the Chronicle is sold at the office for 50 cents; postage on the same is 20 cents. Volumes bound for subscribers at \$1.50. The first and second volumes of the Chronicle are wanted by the publishers.

The Reward McFee is the authorized traveling agent for the COMMERGIAL AND FINANCIAL CHRONICLE and the RAILWAY MONITOR in Great Britain.

## A HOPEFUL VIEW OF THE SITUATION.

The failure of Hoyt, Sprague & Co. has given a sudden shock to the financial community, and the wonder is that the result has been so slight. Beyond a vague apprehension and a decline in the stock market, there is little perceptible of that general consternation which might have been anticipated when a six-weeks' panic culminates with the downfall of one of the largest, wealthiest, most popular and most enterprising of our business firms. This is but one example out of many of the marvellous stability of the public mind during the present financial troubles.

How shall we account for it? Partly, no doubt, it is the result of an assurance that the assets of the suspended firm are far more than its debts. They have succumbed to the stringency of the loan market, to the difficulty of getting money, and to the fact that their ample means are naccessible and locked up. It is because every dollar of of the financial machinery under this heavy blow. For

Hoyt, Sprague & Co.'s paper is sure to be eventually paid that the public has received the failure with so much less excitement than prevailed when Jay Cooke and others suspended earlier in the panic. This paper is also for the most part in the hands of persons well able to carry it. Much inconvenience will result, of course, from this temperary locking up of several millions of money. But the shoulders on which it has fallen are broad enough to bear it. This, at least, is the general belief.

Secondly, the failure has not been unexpected. Large as was the capital of the Spragues, their engagements were larger still. Public-spirited, benevolent, almost prodigal in dealing with their great wealth, they could not stoop to the little shifts by which timid selfish people take care of themselves and keep their fortunes out of harm's way. From such causes acting through many years, Governor Sprague and his friends became burdened with a wonderful variety of distracting concerns and heterogeneous occupations. In Rhode Island they run nearly 280,000 spiudles and 28 printing machines, employing 10,000 hands in their mills and print-works. In Maine and New Hampshire they have extensive timber mills, saw-mills and other works, which find labor for multitudes of men in the lumbering season. At Columbia, in South Carolina, they have mills, and they own large tracts of land in Kansas and Texas. Besides this, they are owners of railroads, steamboats, iron foundries, locomotive works, mowing machine companies, and other like concerns. Their steamship company has eight steamers employs 500 hands, and owns property worth \$1,000,000. Their mill property is estimated at \$4,200,000, and their print works at \$1,000,000. Their pay roll has reached at times \$25,000 a day. Now it is evident that all this multiplicity of business required an immense capital, and the bankers of this city have long known that too much of the capital was borrowed. Under these circumstances prudence whispered that failure was a contingency which was inevitable at some severe pinch of the money market. The Spragues and their friends disregarded the warning, but the public remember it, and this is one reason why the failure has not caused so deep a sensation as might have been expected.

Moreover the suspension, it is believed, will be but temporary. It is attended with many circumstances calculated to excite sympathy for the suspended firm. There is widely diffused in their community the belief and the wish that they may by a wholesale contraction of their over-expanded operations, resume business with a good prospect of future prosperity.

Besides these considerations of a personal character there are many other things which help to account for the stability instance, the banks to-day stop the pooling of their greenbacks, but continue for mutual safety the use of the loan certificates. They are rapidly gaining strength, and their greenbacks are increasing; their deposits, which had fallen from 206 millions to 144 millions, have now risen 10 or 12 millions, and continue to rise daily, and are expected to do so more rapidly now that the pooling operation has ceased. As the merchants also are paying their obligations much better than was believed possible, there is a growing number of persons who are of opinion, and are acting on their belief, that when we get through the gloomy labyrinth which the panic has made, the position of our mercantile and financial affairs will be better than at any time for many years past. If this hopeful view of the case should prove true, the preservation of our merchants from over expansion such as must now have proved the ruin of many of them, is in no small degree to be charged to the stringency last fall, and it is one of the compensations of that severest of all the mone tary spasms that we have ever had in this city.

# WHAT THE INFLATIONISTS INTEND IN CONGRESS.

The evidence is accumulating that during the next session of Congress the inflationists will make a vigorous fight. Judge Kelley, one of the foremost advocates of paper money in the House of Representatives, is now at Washington, and after one or two interviews this week with General Grant, declares himself "surprised to find how closely the President's opinions agree with his own." All that this qualified self-commendation probably means is that the President gave a courteous, silent hearing, as is his wont, to all the Judge had to say, and promised to give the policy recommended his best consideration.

What this policy was the public have been informed by a dispatch from Washington. Among its aims one is "a cheap money market." Judge Kelley thinks that the government should be carried on in such a way as to make the money market easy, and not only easy but "cheap." To a neglect of this duty he ascribes "the exportation of our bonds, national and corporate, causing a drain of gold to the amount of 100 millions a year, or 40 millions more than the annual products of the gold mines of this country. Besides, the balance of trade has all along been against us, and while this is so, resumption is impossible." The obligation resting on the government of giving us an easy money market, Judge Kelley further argues as follows:

money market, Judge Kelley further argues as follows:

We must have a cheap money market, so that it will be to the interest of capitalists to purchase and hold our bonds, and to thus get them from the foreign holders, so that the gold interest shall be paid at home instead of abroad. Among the causes that have produced the present condition of affairs is the retirement of the compound interest notes, the calling in of the three per cent certificates, the payment of the seven-thirties, and the formation of the \$44,000,000 greenback reserve. All these, he thinks, produced contraction, made money dear, advanced the rate of interest, and destroyed the business of the country. The absurdity of the proposition that the way to resumption is to resume, is demonstrated by the fact that if the Treasury were to announce that it would pay specie for greenbacks, the National banks preferring to hold gold rather than greenbacks, would present bills for \$128,000,000, or 150 per cent more gold than the Treasury holds. Of course, the banks would not be likely to pay out the gold, inasmuch as their notes are redeemable in greenbacks, and not in specie. The attempt to resume would result simply in the transfer of the gold from the vaults of the Treasury to the vaults of the banks. There are two ways that lead to resumption. One is to wait until our exports shall steadily increase over our imports, and foreigners in payment of their balances shall send our bonds back. The other process is to leave the transfer of the bonds to our own people by making money cheap, and reducing the rate af interest.

How the boon of a cheap money market is to be conferred is not quite clear. One expedient for this purpose is to reissue the 44 millions of "reserve," the accumulation of which the Judge claims as one cause of the present troubles. But he should not forget that these 44 millions were withdrawn seven or eight years ago when Mr. McCulloch was Sec.

retary of the Treasury. How this contraction of greenbacks could have had latent power enough to produce the present panic after being perfectly harmless for several years needs explanation. Without regarding this, however, the Judge adds that "no measure of contraction, whether great or small, gradual or abrupt, would bring us to specie payments. On the contrary a vigorous contraction would produce wide spread individual and corporate bankruptcy, and in all probability disable the Government for a time from paying with regularity the \$100,000,000 of gold interest upon our bonds. We are now, he thinks, further off from specie payments than we would have been had there not been great mistakes in our legislation and the administration of the Treasury."

As nobody just now is proposing contraction of the currency, why does Mr. Kelley oppose it so vehemently. The only proposition which he is discussing in regard to the currency is to increase it. He thinks an expansion of 44 millions would make money cheap, and to prove it he displays the evils of contraction. He very properly tells us that currency contraction would just now do harm, but surely this does not prove that currency expansion would do good.

Again, another part of his policy is to impart to the banking machinery more flexibility or elasticity. He would so modify the banking law as to make the payment of interest by the banks cause a forfeiture of their charters. He would prohibit the certifying by national banks of any check which did not represent an actual deposit in the vaults of the bank. He would relieve the banks from maintaining a reserve to secure either their circulation or their deposits, He would issue government bonds, payable, interest and principal, in lawful money, at the rate of one cent a day for interest, the bonds to be convertible into greenbacks on demand. During the dull parts of the year, between seasons, the unemployed capital which now goes into speculation would, he supposes, be invested in these bonds. The attraction of 3 or 4 per cent interest would draw into the Treasury vast amounts of such capital; and with the money so accumulating the Secretary of the Treasury is to be instructed to buy up the five-twenty six per cent bonds, so as to save the Treasury a part of the burden of the interest on the public debt. In other words, Mr. Kelley would have the Treasury borrow money on call and with these call loans pay off part of its permanent debt. How he would pay these call loans when they are demanded by the depositors we are not told. There would be, however, no other means of payment but the issue of new greenbacks.

Such are the outlines of the policy for which Mr. Kelley, as a prominent member of the Committee of Ways and Means, endeavored to obtain the favorable consideration of the President. Coming as they do from one of the leaders of the expansion movement in Congress, these utterances would not be wholly without interest just now, even if they did not tend to show what is the chief direction from which the attack next session is to be made upon the "citadel of the currency."

## EUROPEAN CAPITAL AND THE PANIC.

One effect of the panic has been to call home a number of railroad-men who have been in Europe trying to raise money for various enterprises of less or greater prospective value as investments. It is well known that the demand for our railroad bonds is for the present stopped, and as our hopes for checking the panic will receive important aid if this foreign demand should revive, we have thought it worth while to obtain, if possible, from some of these gentlemen information as to the prospects for the future.

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Of the questions chiefly raised two are of prime importance. The first touches the disposition of European capital to invest itself in our railroads; the second its ability to do so. As to the former question all parties agree that, except in England, there is no market in Europe for our bonds. The new outbreak of the Vienna panic is of little general importance except as giving another illustra tion of the dangerous instability of the European money markets. Whether or not Germany will keep the United States five twenties which are now held there is doubtful, but it is quite certain that our railroad bonds have never been in favor there, and are now less so than ever. In England there has been a more hopeful prospect. For some months past the old prejudices of British capital seemed to be wearing away, and, in spite of some mistakes, American investments gained advocates in quarters where a short time ago it would have been impossible to obtain a hearing. We need not here refer to the losses of the Spanish, Turkish, or Egyptian bondholders in England, nor to the effect of the bad faith and dark financial prospects of those governments. Suffice it to say that a large amount of capital in London which usually seeks investment in foreign securities of this sort is being repelled and seemed inclined to lay hold of our best railroads. The panic has given, of course, a temporary check to this movement. To what extent it had advanced does not appear. But among the latest loans negotiated the principal are those of the Pennsylvania Railroad and of the New York Central. Of the former, Col. Thomas A. Scott, the vice-president, gives the following account:

The loan of \$10,000,000 for the Pennsylvania Railroad Company was negotiated by the Company's bankers in London a few days before the present financial revulsion began. The Pennsylvania was therefore in excellent condition to meet its requirements. The panic was entirely unexpected and unlooked for abroad. It would have been difficult to raise so large an amount on terms so favorable on any American securities after the outbreak of the panic. With reference to the Texas and Pacific Railway, he had not been so fortunate. He had not been able to close successfully negotiations for a sale of bonds, but obtained financial aid, so that work on the road will not be discontinued. The work needful to build the road within the limits of the requirements of Congress and the State of Texas will be continued by the Company. The effect of the recent panic was to stop the sale of the bonds of American railroads in Europe for the present. This condition of things he believed to be merely temporary, and he thought there would soon be a ready sale for bonds as well secured as those of the Texas Pacific Railway. The Company now have about 300 miles of completed road in operation, built solely from means raised by individuals, and have not as yet disposed of any of their bonds, nor do they intend to sell at any time except upon completed line, thus giving an absolute property in working order as security to purchasers of bonds.

From the general drift of the evidence which has reached us it appears that except in London there is very little prospect of our getting any foreign capital for railroad building; and that even there, until the panic has subsided, it is utterly useless to try to sell any of our railroad bonds. After tranquility shall have been restored there may be developed a gradual influx of British capital into our railroad, mining and manufacturing enterprises from which the best results may be augured. This result, of course, can only be looked for so far as we can devise some adequate guarantees for the safety of the capital so invested. The nature of these guarantees need not here be discussed. The need for them will come up hereafter in a practical shape, and may perhaps call into existence some new methods and organizations to meet it. All that we insist on now is the statement that on certain conditions capital is awaiting the termination of the panic to migrate in considerable amounts across the Atlantic. If this is so, then the knowledge of it cannot but have a powerful influence in shortening the panic itself and mitigating its worst symptoms.

The capital which is thus likely to be accessible to us this exception our may be roughly divided into two classes. First, that which wide application.

requires the highest security and will be content with 7 to 8 per cent interest; and secondly, that which for higher profits will accept more risk. By the former the older railroads will be preferred; with the latter the newer and more speculative roads, if they can show a good basis of mining, manufacturing, or through business, will have a chance to develop themselves. We are, however, assured that the roads of no State which has repudiated its debt, or tampered with its credit will have much chance with foreign capitalists. Whether the grangers and their agitation against railroads may have any effect adverse to this movement of foreign capital opinions seem to differ.

These are the main facts about foreign capital and its probable attraction towards our railroad bonds, which have been communicated to us. How far this information may prove correct, or of practical use, we cannot as yet tell. Enough is known to show that it is too soon as yet to conclude, as some of us have too hastily done, that we shall stop railroad building for some years to come. No doubt the present panic will seriously reard the construction of many new roads on which much bas already been spent. Weakness and financial mismanagement may cause some of these roads ail over the country to pass into new hands, others will go under the control of the older roads and become either local branches, or part of through routes and great trunk lines, while only those which are useless, badly constructed and demanded by no want of the community, will remain unfinished till the country grows up to them. and justifies the outlay needful for their construction.

# THE STOPPAGE OF OUR COTTON MILLS.

We do not sympathize with the feeling of despondency which to a considerable extent prevails, growing out of the stoppage of so many manufactories in various parts of the country. There is a class of persons always ready in time of trouble to exaggerate every unfavorable feature. Their profit appears to be drawn from the disasters of others, and just now they seem to be wonderfully prolific in the rumors which they set affoat or magnify. The very circumstance that the fluancial situation is rapidly improving appears to make them more active. If all the statements we see in some of our daily papers were tacts, we should have to believe that there is not a railroad security above suspicion, nor a manufactory in the land but would have to stop and remain closed during the next twelve months.

But what real basis is there for such beliefs? We all know that the beginning of the present difficulties was a panic in Wall street which continued and spread until it had communicated itself to our banks, and thus with gradually widening circle to every department in trade. It was very destructive in its first results, but as it extended the blow became less severe, and now is seen in trade circles simply in the form of disorganization, and a consequent temporary sluggishness in the exchange of commodities. Until it had met this outer circle, and its remaining force been spent on these extremes of the business organization, no recuperation was possible, for it required just this enforced stoppage in our mills which we are experiencing to hasten the recovery.

To understand the point more fully a closer examination is necessary, and, for the sake of brevity, we confine it to our cotton mills, taking them as an illustration of the general position. There are interests more intimately connected with railroads which will show a slower recovery; but with this exception our remarks, we think, will admit of quite a wide application.

Up to the middle of September the cotton manufacturing interest was in excellent condition. The mills had been running to their full capacity. Sales had been rapid and at paying prices, and stocks were small. Everything gave promise of a very satisfactory season. Our readers are probably aware that since 1857 the mills have not sold on credit. That is, they never take notes, and the thirty or thirty-five days they give is with the idea of allowing the jobber sufficient time to receive and examine his goods before paying for them. It remains, however, a book account, and is considered a cash transaction. When the panic began it thus found the mills in their busiest season. They had made their August deliveries and a good part of those for September, with engagements ahead, which they met as the goods were ready. Their collections for the August sales had not, of course, been made, and it is hard!y necessary to say that the panic prevented their coming in except to a very limited extent, and the same was true with regard to the September sales. Here, then, were two months among the busiest of the whole year, and probably covering one-fifth of the entire twelvemonth transactions, the returns from the greater portion of which they did not receive. We can easily imagine the effect of this one fact on the ease with which weekly pay-rolls, of the size our cotton mills have, were kept up. These accounts were not lost, but simply deferred.

In addition to this embarrassment, the Banks became so feeble that to obtain help from them was extremely difficult, and to secure the necessary currency was even more troublesome. Under such circumstances the wonder is that all the mills did not stop; but their general condition is so strong that these severe derangements were met in a very large number of cases by simply closing every day at candlelight and in others by shutting down a day or two of each week. One class of mills, however, made a more radical change: we refer to the print mills. During the fall they are always engaged on dark prints for winter wear. A check in the sales naturally resulted in increased stocks. and as this year's winter prints, if carried over, would in many cases be of as little value as last year's strawberries there was no alternative but to stop production. With the first of January they begin the manufacture of goods for the pring trade, and a stoppage in December is always customary.

We have been thus particular in explanation of the causes which have led to the present movement, in order that its probable duration may be better understood. It will be seen, then, in the first place, that the suspension of work does not indicate any unsoundness, and has not developed any in the manufacturing districts. We do not consider the reported condition of the Spragues requires any modification of this statement. Too few facts are yet disclosed with regard to them to speak critically of their case. We all know, however, that they are men of great enterprise and of extensive engagements, and although their resources are large, a temporary embarrassment would seem to find explanation in the very facts cited above. In a word, it is evident from what has been said that the stoppage of so many mills is the result simply of temporary derangements:-collections stopped, sales stopped, and consequently the manufacture of goods stopped, mainly, however, of those which are of value only in their season. Nor have the mills any large stocks. They were well sold down when the panic began, and only during the past six weeks has there been any unusual accumulation. We thus conclude that this suspension of work is simply a precautionary and temporary measure, and should be looked upon by no means as an aggravation of present difficulties, but rather as a relief to the situation.

Had the mills persisted in running to their utmost capacity, putting out their obligations and piling up stocks, there would have been cause for anxiety; the very conservative course they have adopted, diminishing so largely their payrolls while waiting to collect their overdue accounts and realize upon their recent accumulation of goods, should give us confidence, for now, each succeeding day, their position is strengthened, and the money markets upon which they are depending are to the same extent relieved.

We also see in the suspension of work the strongest guaranty of a speedy resumption and of a fairly active trade in cotton goods in the near future. Our banks all over the country are rapidly gaining strength; with their position fully recovered, the demand for merchandise, which has been simply held in check by the bank suspension, the cessation of banking facilities, and the fear of worse evils to come, will gradually reassert itself. The action of the mills in stopping the supply of goods will also hasten a revival of the demand; this is simply the working of a natural law—and with the movement once begun again an entire recovery must be speedy.

What we have already said is sufficient to show that there is no reason for the distrust in the soundness of our cotton manufacturers, which designing persons and papers are attempting to excite. There are undoubtedly weak spots in every trade, and a time like the present tends to bring them to the surface. But as a whole the mercantile community is, beyond a doubt, sound and in better condition than for years before to meet such a strain as the present; and as money has again become easy to obtain by all who have undoubted security to offer, and is sure to grow more abundant, there are the best of reasons for viewing the situation with hope and confidence rather than with despondency.

# CHANGES IN THE REDEEMING AGENTS OF NATIONAL BANKS.

The following are the changes in the Redeeming Agents of National Banks approved since the 16th ult. These weekly changes are furnished by and published in accordance with an arrangement made with the Computoller of the Currency:

LOCATION	NAME OF BANK.	REDEEMING AGENT.			
Connecticut— Stamford		Bank of New York National Bankin, Association approved in place of the Fourth National Bank of New York.			
New Jersey— Flemington—	National Bank.	Importers' and Traders' Nations Bank of New York City, approve in place of the National Bank of th Commonwealth of New York City.			
New Jersey— Newark	1	National Bank of Commerce of Nev York City, approved in place of the the Fourth National Bank of Nev York.			
Pennsylvania— Greensburg	. Bank,	Third National Bank of Pittsburg ap proved in place of Tradesmen's Na tional Bank, Pittsburg.			
Tennessee Pulaski	. Pulaski.	Fourth National Bank of New York approved in place of the First Na- tional Bank, Washington, D. C.			
Ohio— Galion	•	Central National Bank of New York and National City Bank of Cleve land, approved in place of the Thir National Bank of New York.			
Indiana Evansville	. Bank.	Phenix National Bank of New York approved in place of Third National Bank of New York.			
Indiana— Rochester	First National B'nk	American Exchange National Bank of New York, approved in place of Third National Bank of New York.			
Illinois— Elgin	•	First National Bank of Chicago, ap proved in place of Union National Bank of Chicago.			
Mason City		Ninth National Bank of Mew York approved as an additional Redeem			
Illinois— Morris	. tional Bank.	First National Bank of Chicago, as proved in place of Manufacturers National Bank of Chicago.			
Michigan— Allegan	•	Merchants National Bank of Chicago approved in place of Manufacturers National Bank of Chicago.			
Michigan— Battle Creek		Commercial National Bank of Chicago approved in place of Manufacturers National Bank of Chicago.			
Wisconsin— Baraboo		Merchants' National Bank of Chicago approved in place of Second Nations Bank of Chicago.			
Wisconsin— Green Bay	. Commerce.	First National Bank of Chicago, as proved in place of Manufacturers National Bank of Chicago.			
Wisconsn— Jefferson	. Jefferson.	First National Bank of Chicago, as proved in place Second Nations Bank of Chicago.			
Iowa— Brighton—	Brighton National Bank.	Merchants' National Bank of Chicago approved in place of Union Nat' Bank of Chicago.			

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LOCATION.	NAME OF BANK.	REDEEMING AGENT.
Iowa— Clinton	Bank.	Clinton National Bank of Chicago, ap- proved in place of Commonwealth National Bank of New York.
Iowa— Lansing		Union National Bank of Chicago, ap- proved in place of First National Bank of Milwaukee.
Iowa— Tama City—		First National Bank of Chicago, approved in place of Manufacturers' National Bank of Chicago.
Rhode Island - Providence	City National Bank	Ninth National Bank of New York, approved in place of the Fourth Na- tional Bank of New York.
New York— Poughkeepsie .		Ninth National Bank of New York, approved in place of the National Bank of Commonwealth, New York.
Pennsylvania. Altoona	First National B'nk	Farmers' and Mechanics' National Bank, Philadelphia, approved in place of Girard National Bank, Phil- adelphia.
Pennsylvania. Minersville	First National B'nk	Bank of North America, Philadelphia, approved in place of First National Bank of Philadelphia.
Illinois. Rochelle		Importers' and Traders' National B'nk of New York, approved as an addi- tional Redeeming Agent.
Michigan. Sturgis		Fifth National Bank of Chicago, approved in place of Second National
Wisconsin. Eau Claire	First National B'nk	First National Bank, Chicago, approved in place of the Second Nat'l Bank of Chicago.
Wisconsin. Neenah	National Bank of	First National Bank of Chicago, approved in place of the Union National Bank of Chicago.
Wisconsin. Racine	Manufacturers' Na- tional Bank.	First National Bank of Chicago, approved in place of the Union National Bank of Chicago.
Iowa. Centerville		City National Bank of Chicago, approved in place of the Union Nat'l Bank of Chicago.
Iowa. Iowa City		Cook County National Bank of Chi- cago, approved in place of the Man- uiscturers' National Bank, Chicago.
Iowa. Marshalltown	First National B'nk	National Bank of the State of New York, approved in place of the Im- porters' and Traders' National B'nk, New York. First National Bank of Chicago, approved in place of Union National Bank, Chicago.
Iowa. Oskaloosa	National State B'nk	Commercial National Bank of Chi- cago, approved in place of the Union National Bank of Chicago.
Minnesota. Fergus Falls	First National B'nk	National Bank of Commerce, Chicago, approved in place of Manufacturers' National Bank, Chicago.
Minnesota. Hastings		First National Bank of Chicago, approved in place of Second National Bank of Chicago.
Kansas. Ottawa	First National B'nk	First National Bank of Chicago, approved in place of the Union Nat'l Bank of Chicago.
Ohio. Cincinnati	Third Nation'l B'nk	American Exchange National Bank of New York, approved in place of the Fourth National Bank of New York.

No new banks organized since the 16th ult.

# Latest Monetary and Commercial English News

# RATES OF EXCHANGE AT LONDON, AND ON LONDON AT LATEST DATES.

	ONDON—	EXCH	ANGE O	N LONDON.	
on-	TIMB.	RATE.	LATEST DATE.	TIME.	RATE.
Amsterdam	short.	12 0%@12 1%	Oct. 17.	short.	12.01
	3 months.		**		25.42
Hamburg		20.56 @20.62	66	3 mos.	20.01
Paris	short.	25.32 1 235.42 1	16	short.	25:37
Paris	3 months.	25.75 @25.85			
Vienna		11.65 @11.70	Oct. 17.	3 mos.	113:45
Berlin		6,26%@ 6.96	66		6.30%
Frankfort		120 @120%	**	short.	118
St. Petersburg		31 7-16@31%			
Cadiz		49%@49%			
Lisbon	90 days.	52%@68			
Milan	3 months.	29.65 @29.75			
Genoa		29.65 @99.75	Oct 17	short.	28.95
Naples		20.65 @20.75	"		
New York			44	60 days.	1061
Rio de Janeiro			Sept. 22.	90 days.	2634
Bahia			Sept. 8.		26
Buenos Ayres			Sept. 13.		48%
Valparaiso			Ang. 5.		4436
Pernambuco			Sept. 29.		26@26%
Montevideo			Sept. 8.		26
Bombay	60 days.	1 per cent. dis.	Oct. 16.	6 mos.	1s. 10 13-16d.
Ualcutta		1.10%@1.103-16	Oct. 10.		1s. 10%d.
Hong Kong		48. Ed.	Oct. 14.		51%
Shanghai			Oct. 9.		58 10% d-58 10% d
Penang			Oct. 8.		51%
Singapore	60 days.	48.5d.	Oct. 8.		51%
Sydney		1 per cent. dis.		1	
Madras.		1.10%@1.10 3-16		1	
Alexandria			Oct. 15.	3 mos.	94%

From our own correspondent,

London, Saturday, Oct. 18, 1873.

The state of the money market continues to attract serious at tention and discussion, and there can be little doubt of the fact that matters have become critical. It is exactly one month since Jay Cooke suspended payment, and since then the reserve of the Bank has fallen from £13,346,843 to £7,861,036, or to the extent of £5,485,807; and the stock of bullion from £23,912,623 to £19,722. Soll, or to the extent of £4,189,822. This is more than £1,000,000 weekly, so that It is quite clear the drain will have become very erious if allowed longer to proceed at that rapid rate. The both departments... 18,8

liabilities of the bank have, indeed, diminished, the public and private deposits having been reduced by £4,668,695, but the proportion of reserve to them has nevertheless receded from 434, which was the amount on the 18th of September last, to 311 per cent the present total. In addition to the export inquiry for gold, the demand for coin for internal circulation has of late been very considerable, and this may be expected to return, though it is quite probable that the movement will be delayed so long as the great uncertainties about the future exist. The bank has this week been borrowing largely on government stock, and it is to this cause that the open market rates of discount have been forced up nearly to those current at the bank. It is fully believed that a seven per cent rate will be necessary; indeed, the present state of affairs justifies that rate at once, and the community is quite prepared for a change at any moment. The bank rate was advanced to 6 per cent at a somewhat late hour, on Tuesday, and the movement was immediately followed by a rise in the French rate also to 6 per cent. The Bank of France has now £28,831,000 of gold, while the note circulation is as much as £120,325,000; and it is quite believed here that in the Paris money market there will be increasing stringency. The indemnity has been paid, and Germany has been satisfied; but the day of reck oning up has arrived, and the French are now beginning to feel the effects of so vast a payment. It would certainly be the great est surprise in financial history were a payment of £200,000,000, and indeed of £250,000,000, (the total which it has probably been increased to by the additions of interest and the maintenance of troops) to be made by one nation to another without its effects being felt in more than one quarter, and as the German Government has locked up a very large supply of gold, the stringency may become alarming now the United States are in want of it. The supplies of gold known to be coming forward from Australia will not probably exceed £2,000,000 by the end of the year, while from other quarters very little is known to be affoat. As matters now stand, there is unquestionably reason for extreme caution in every department of business, as we are quite likely to have a very tight money market, owing to the rapid depletion of the bank's reserve of gold. The stock of bullion in the Bank of Prussia is £36,000,000.

The commercial demand for money, in its strict sense, has been very moderate, and the supply of commercial paper, owing to the contraction of trade, is very moderate. The uncertainties prevail ing have induced many merchants to make additional provisions, and hence the augmented circulation of coin in the provinces and the small decrease which has taken place in the note circulation. The latter should have fallen off considerably this week and the small diminution in it is therefore significant. The present quotations for money are as follows:\*

Per cent.	Per cent.
Bank rate. 7 Open-market rates: 30 and 60 d.ys' bills. 6% 36% 3 months' bills. 6% 36%	4 months' bank billsNominal 6 months' bank billsNominal 4 and 6 months' trade bills.Nominal

\* Since I wrote the above, my anticipations have been verified, for at a late hour to-day the bank rate has been advanced to 7 per cent. No surprise has been occasioned, as the movement was quite expected.

The rates of interest allowed by the joint stock banks and discount houses for deposits are as follows:

	Per	cent.
Joint stock banks. Discount houses at ca.l. Discount houses with 7 days' notice. Discount houses with 14 days' notice.	. 5	@
Discount houses at ca.l	. 5	@
Discount houses with 7 days' notice	. 534	@
Discount houses with 14 days' notice	544	(A)

The following are the rates for money at the leading Continental cities:

unental cities.				
	Bank Open		Bank	
	rate. mark	26. [	rate.	market
per	cent. per cer	it.   per c	ent. pe	er cent.
Paris	6 536	Madrid, Cadiz and Bar-		
Amsterdam	5 434	celona	ominal.	).
Hamburg	416	Lisbon and Oporto	7	7
Berlin	436 3%	St. Petersburg	636	7
Frankfort	4 3%	Brussels	636	
Vienna and Trieste	5 5	Turin, Florence and		
		Pomo	NC.	491

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of Consols, the average quotation for English Wheat, the price of Middling Upland Cotton, of No. 40 Mule Yarn fair second quality, and the Bankers' Clearing House return compared with the four preceding years:

d		1869.	1870.	1871.	1872.	1878.
	Circulation, including		4	£	£	£
١	bank post bills	24,516,991	25,043,287	26,368,916	26,903,007	27,315,445
1	Public deposits	3,548,966	4,723,916	3,760,093	5,510,196	4,316,070
1	Other deposits	18,175,412	18,330,856	28,136,632	19,465,772	20,431,595
٠.	Government securities.	15,211,953	13,131,443	15,801,028	13, 256, 546	13,231,229
	Other securities Reserve of notes and	14,854,216	15,653,561	19,778,825	21,330,271	21,801,732
1	Reserve of notes and					
	coin	9,891,809	12,835,698	9,559,361	8,550,981	7,861,036
	Coin and bullion in				-forefore	
	both departments	18,828,314	21,966,358	20,353,421	19,990,636	19,722,801

Bankrate	98%d. 47s. ûd. 12d.	2½ p. c. 92%d. 478. 0d. 8%d.	5 p. c. 93d 56s. 5d. 9 11-16d	6 p. c. 921/@3/d. 58s. 9d. 9 11-16d.	61s.0d.
No.40 mule yarn fair 2d	1s. 3d.	1a.1%d.	1s. 2d.	18. 2½d.	1s. 1%d.
quality		76,700,000	119,323,000	125,766,000	110,067,000

Germany is still a buyer of gold for export, and it is stated that a considerable supply has been sent away from a private source. Silver is rather cheaper, but in the value of dollars, no material change has taken place. The following prices of bullion are from the circular of Messrs. Pixley, Abell, Langley & Blake:

GOLD.	8.	d.	8. d?
Bar Gold per oz. standard, last price.	77	9%@	
Bar Gold, fine	77	9% @	
Bar Gold, Refinable per oz. standard, last price.	77	11%@	
South American Doubloons per oz.	73	9 @	74 0
United States Gold Coin per oz. none here.		@	

BILVER.		-		-
	B.	d.	В.	d,
Bar Silver, Fine. per oz. standard. Bar Silver, containing 5 grs. Gold. per oz. standard, last price Fine Cake Silver per oz. Mexican Dollars per oz., last prices, nev Five Franc Pieces. per oz. none here	4	11%@ no pr 9% ol	rice	1134

The stock markets have, on the whole, been firm, but the amount of business in progress has been very moderate. United States Government securities have somewhat improved in value, but Erie shares and Atlantic & Great Western securities were at one period of the week very much depressed, owing to the heavy fall which had taken place in the New York market. Since then, however, there has been a partial recovery. French scrip has been very firm, and has been as high as 9½ premium. The following were the closing prices of consols and the principal American securities this afternoon:

Consols		0216	203	23/
United Stat	es 6 per cent 5 20 bonds, ex 4-6xd.	9136	0	92
do	drawn			
do	1865 issue	98%	@	94
do	1867 issue	96%	0	97
do	5 per cent. 10-40 bonds, ex 4-6	9136	0	9:34
do	5 per cent Funded Loan, 1871, ex 4-6xd.	90%	0	91
	d Gt West., 8 per cent. Debent's, Bischoffsheim's ctfs			
Ditto Conso	lidated Bonds, 7 per cent., Bischoffsheim's certificates	34	0	36
Ditto 1st M	ortgage, 7 per cent bonds	73%	0	7436
Ditto 2d Mo	rtgage, 7 per cent bonds	60	@	61
Ditto 3d M	ortgage	28	0	2836
Erie Shares	ex 4-6	39	30	291
do prefer	red	57	ã	58
Ditto 6 per	cent. Convertible Bonds	96	(0)	97
Ditto 7 per	cent Consolidated Mortgage Bonds	92%	0	9316
Illinois Cer	tral Shares, \$100 pd., ex 4-6	82	20	83
Illinois and	St. Louis Bridge, 1st mort.	98	@1	00
Louisiana 6	per cent. Levee Bonds	42	0	47
Massachuse	tts 5 per cent. sterling bds, 1900	93	@	95
New Jersey	United Canal and Rail bds	99%	@1	0036
New York	Central \$100 shares	76	(a)	77
Panama Ge	n. Mort. 7 per cent. bonds, 1897	94	0	96
Pennsylvan	ia Gen. Mort. 6 per ct. bds. 1910	97	0	98
Winginia &	per cent. bonds, ex 4-6	40	@	

Large supplies of wheat being afloat, owing to the extensive shipments which have been made from the United States, there has been considerable dulness in the wheat trade, and where sales have been pressed lower prices have been submitted to. The present rate of importation is by no means in excess of our requirements, and hence the decline from the late somewhat extravagant point has not been very considerable. The weather is extremely favorable for agricultural operations, and there is every prospect of an excellent seed time. It is also satisfactory to notice that there are ample supplies of good seed wheats, so that if the weather continues as satisfactory as at present there will be some grounds for believing in a good crop next year. The following were the average prices of English wheat, barley and oats in England and Wales for last week, compared with the four previous years

1873.	1872.	1871.	1870.	1869.
Wheat61.0	58. 9	56.5	47. 0	47.0
Barley	41. 9	36.2	36. 7	38 1

The following return shows the imports and exports of grain into and from the United Kingdom since harvest, viz., from Sept. 1 to the close of last week, compared with the corresponding periods in the three preceding years:

## IMPORTS.

	*****			
and the second second	1873.	1872.	1871.	1870.
Wheatcwt.	4,483,156	6,426,070	5.914.350	4,143,122
Barley	1,080.047	1,302,728	885,836	585,386
Oats	1,027,302	1,281,459	1,706,845	1,143,251
Peas	123,342	135,844	47,604	99.836
Beans	439,631	294,375	505,704	119.251
Indian Corn	2.876, 331	3,322,733	2,957,419	2,936,439
Flour	639,954	590,879	449,825	537,685
	EXPORT	s.		
Wheatcwt.	706,769	40.845	652,000	376,914
Barley	1.917	1,298	1.466	1,414
Oats	6.152	2,459	6.574	191,801
Peas	1.044	517	561	24,965
Beans	7	372	235	100
Indian Corn	32,636	2,416	1,719	12,852
Plour	30,980	3,809	9,183	311,864

## English Market Reports-Per Cable.

The daily closing quotations in the markets of London and Liver pool for the past week have been reported by submarine telegraph as shown in the following summary:

London Money and Stock Market.—American securities are firm at the close, at a decline on last Friday's prices. The bullion in the Bank of England has increased £16,000 during the week.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Consols for money	923/8	9216	9216	9216	92%	923
" account	92%	92 5/8	92%	9256	92%	92%
U. S. 6s (5-20s,)1865, old	93%	9316	931/4	9834	98	985
" 1867,	9616	95%	9636	96%	9634	96%
U. S. 10-40s	913%	9134	9134	91%	91	91
New 5s		91	91	90%	90%	901

The daily quotations for United States 6s (1862) at Frankfort were:

Frankfort...... 97% .... 97% ....

Liverpool Cotton Market .- See special report of cotton.

Liverpool Breadstuffs Market.—This market closes firm, with some advance in quotations.

	Sa	t.	Mo	n.	Tue	S.	We	d.	Th	ur.	F	ri'
	8.	d.	8.	d.	8.	d.	B.	d.	8.	d.		d.
Flour (Western) \$\mathbb{B}\$ bbl	26	0	26	0	26	0	26	0	26	0	27	0
Wheat (Red Win. spr) We ctl	11	4	11	4	11	4	11	4	11	4	11	5
" (Red Winter) "		10	11	10	12	0	12	0	12	0	11	10
" (Cal. White club) "	13	0	18	0	13	0	13	0	13	0	18	3
Corn (West. m'd) W quarter	31	6	31	6	31	9	31	9	32	0	32	ñ
Barley (Canadian) 19 bush		6	3	6	3	6	3	6	3	6	3	6
Oats (Am. & Can!) W bush		4	3	4	3	4	3	4	3	4	8	4
Peas(Canadian) @ quarter		0	40	0	40	0	40	0	40	0	40	0

Liverpool Provisions Market.—Pork is a shilling higher, while beef and lard are lower in price.

	S	Sat.		on.	Tu	ies. V		ed.	Thur.		Fri	
	8.	d.	8.	d.	B.	d.	8.	d.	8.	d.	8.	d
Beef (mess) new \$ tce	77	6	77	6	77	6	77	6	77	6	75	0
Pork (Pr. mess) new # bb!.	71	6	72	6	72	6	72	6	72	6	72	6
Bacon (Cum. cut) new 2 cwt	38	0	38	0	38	0	38	0	38	0	38	0
Eard (American) "	41	9	40	9	40	9)	40	9	40	9	40	6
Cheese (Amer'n fine) "	68	0	68	0	68	0	68	0	68	0	68	0

Liverpool Produce Market.—Tallow and spirits turpentine have advanced somewhat, and common rosin is 3d, lower.

	Sat		M	on.	TI	ies.	11	ed.	T	hur.	Fr.
	8.	d.	8.	d.	8.	d.	8.	d.	8.	d.	8. d.
Rosin(com. N. C.) W cwt.	9	0	8	9	8	9	8	9	8	9	8 9
_ " fine "	14	0	16	0	16	0	16	0	16	0	16 0
Petroleum(refined) # gal	1	216	1	3	1	3	1	3	1	3	1 236
" (spirits)	1	1	1	1	1	1	1	1	1	1	1 1
Tallow(American) % cwt.	39	9	39	9	39	9	39	9	39	9	41 0
Cloverseed (Am. red) "	45	0	45	0	45	0	45	0	45	0	45 0
Spirits turpentine "	33	6	34	0	34	0	34	0	34	0	34 0

London Produce and Oil Markets .- Linseed oil is 3s. lower.

	5	Sat		M	on		T	nei	8.	V	Vec	1.		hu			Fri	
	£	8.	d.	£	8.	d	£	8.	d.	£	8.	d.	£	8	d.	£	8.	d.
Line'd c'ke (obl). % tn	10	15	0	10	15	0	10	15	0	10	15	0	10	15	0	10	15	0
Linseed (Calcutta)		63			63	3		63	3		63	3		63	3		63	3
Sugar (No. 12 D'ch std)			_															
on spot, W cwt		29	6		29	6		29	6		29	6		29	6		29	6
Sperm oil \$2 ton	94	0	0	94	0	0	94	0	0	94	0	0	94	0	0	94	0	0
	34	0	0	84	0	0	34	0	0	34	0	0	34	0	0	34	0	0
	31	3	0	31	0	0	31	0	0	31	0	0	31	0	0	31	0	0

## COMMERCIAL AND MISCELLANEOUS NEWS.

IMPORTS AND EXPORTS FOR THE WREK.—The imports this week show a decrease in dry goods and an increase in general merchandise. The total imports amount to \$5,830,093 this week, against \$4,918,000 last week, and \$7,219,707 the previous week. The exports are \$6,404,434 this week, against \$7,430,526 last week, and \$7,025,771 the previous week. The exports of cotton the past week were 16,161 bales, against 12,542 bales last week. The following are the imports at New York for week ending (for dry goods) Oct. 23, and for the week ending (for general merchandise) Oct. 24:

## FOREIGN IMPORTS AT NEW YORK FOR THE WEEK.

Dry goods General merchandise	1870. \$1,913,931 3,358,149	1871. \$2,462,704 5,363,653	1872. \$2,281,027 5,175,484	1873. \$1,558,413 4,271,680
Total for the week Previously reported	\$5,272,080 249,689,700	\$7,826,357 317,632,437	\$7,459,511 362,627,200	\$5,830,093 334,400,734
Since Jan. 1 !	254,961,780	\$325,458,794	\$370,086,711	\$340,239,827

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of species).

The following is a statement of the exports (exclusive of specie from the port of New York to foreign ports, for the week ending Ost. 28:

## EXPORTS FROM NEW YORK FOR THE WEEK

MAIUM	MAN HUNT BE	TORK FOR I	AB WEEK.	
For the week Previously reported	1870. \$3,856,163 149,092,259	1871. \$4,918,236 195,364,229	1872. \$5,470,104 189,069,980	1873. \$6,404,43 238,002,65
Since Jan 1	#159 048 499	2900 282 465	£194 540.084	\$244,407,08

The following will show the exports of specie from the port of New York for the week ending Oct. 25, 1873, and since the beginning of the year, with a comparison for the corresponding date in previous years:

November !	1, 1378.]		THE	CH
Oct. 20-Brig Seabin	d, Mara-	Oct. 25-Str. Sa	maria, Liver-	
	1d agin #479 970	pool— Silver bars . Oct. 25 – Str. C mond, Live	ity of Rich-	\$2,226
Wall	2× 2× 4	mond, Live	erpool-	157,200
Silver coin For Champeric	0-	Oct. 25-Str. Mos	sel, London—	14,257
Silver coin		Silver bars Oct. 25—Str. Mos Silver bars Oct. 25—Str. Cub	a, Havana—	5,000
Silver coin				
Total for the wee			4	3,742,140
Total since Jan.	1, 1873		\$4	1,125,112
Same time in 1872	\$62,276,907	Same time In	\$66	5,870,194
1871	51 546 311	1867		3,257,368 4,638,333
1872 1871 1870 1869	28,564,085	1865	2	5,184,118
The imports of been as follows:	specie at this	s port during th	ne past weel	k have
Oct. 21-Str. Cityl o	f Merida,	Gold		24,000
Havana-		Oct. 23—Brig A	ngena, Sava-	
Oct. 21—Str. South Rio Janeiro—	America,	Geld Oct. 23—Str. Sco	tia, Liverp'l-	2,520
C ld	26.50	Gold	Rhein South	484,528
Gold dust Oot. 22—Str. Wilmi	ngton, Ha-	amnton-		
Gold	5,00	Gold bars Oct. 24—Str. K. l		242,000
Oct 22-Sr. Westpha ampton -		Southamp	ton-	
Silver		Gold	vasinia. Liver-	72,600
Gold bars Oct. 23—Str. City o	481,00	0   rool		
		1.		-
Total for the we reviously reported			î	0,051,771
Total since Janu	ary 1, 1873		\$1	2,760,087
Same time in	\$5,201,90	Same time in		6,325,932
1871		1867		2,848,204 8,461,788
Same time in 1872	14,771,83	6		
NATIONAL TRE of certain weekly	EASURY.—The	following forms	presentasu	mmary
		S. Treasurer in		ational
Banks and balan				Coin cer
Week For	For U. S.	-Bal. in	Freasury.	tificates
ending Circulation Nov. 2. 584-988-900	1. Deposits. T	otal. Coin.		utst'd'g
Nov. 9. 353,977,400	0 15,703,000 400,	781,900 280,400 73,134,512	9,785,478	21,776,000
Nov. 2. 584, 988, 901 Nov. 9. 353, 977, 401 Nov. 16. 885, 377, 401 Nov. 23. 385, 808, 40 Nov. 30. 385, 868, 40	0 15,693,000 401,	080,400 72,997,548 261,400 71,939,802	9,785,478 8,52f,196 6,859,094	21,554,000 20,536,000
Nov. 80 385,863,40 Dec. 7 886,035,95	0 15,693,600 401 0 15,693,000 401,	261,400 71,939,802 546,400 728,950 69,588,589 554,050 70,058,969 896,000 69,831,800	5.660+667	19,919,000
Dec. 14. 386,045,45	0 16,508,600 402, 0 15,568,000 401,	554,050 70,058,969 896,000 69,831,800	5,223,445	19,746,000 $19,269,000$
Dec. 28 386,355,30	0 15,588,000 401	893,300 74,201,003	5;283;445 4,197;052 1 5,750,900	23,720,00
Jan. 4 386,258,30 Jan. 11 386,315,80	0 15,502,000 401 0 15,534,000 401	,893,300 74,201,000 ,755,300 64,041,36	1 3,509,925	25,463,00
Nov. 80. 345,863,40 Dec. 7. 856,085,95,95 Dec. 14. 356,045,45 Dec. 21. 356,328,00 Dec. 28. 356,355,30 Jan. 4. 356,315,80 Jan. 18. 336,525,61 Jan. 25. 336,601,40 Feb. 1. 336,645,80	00 15,599,000 402 0 15,624,000 402	,125,600 64,238,05 228,400 64,785,76 275,800	1 2,784,507 2 3,371,263	25,152,500 34,780,500
Feb. 1 386,640,80	0 15,635,000 402.	275,800		
Feb. 1 386,640,80 Feb. 8 386 888,80 Feb. 15 387,062,50 Feb. 22	0 15,635,000 402, 0 15,635 000 402, 0 15,660,000 402,	,473,800 64,008,981 ,722,500 64,846,378	4,699,938 5,164,42 2,320,316	23,598,500 22,851,000
Feb. 22 March 1. 397 415 10	15.665.000 402	66.132:079	2,326,316	22,851,000 22,602,000
March 1. 387,415,10 March 8 387,766,10 March 15, 387,766,10	0 15,665,000 403, 0 15,715,000 403, 0 15,640,000 403,	080,100 481,100 65,0≆2,273	2,095,784	28,803,50
	0 15,640,000 403, 0 15,660,000 403, 0 15,710,000 403,	328,850 762,350 68,128,897 821,300 68,317,279	2,191,466 2,816,237	24,287,00 23,748,50 28,420,50
	0 15 710 000 409	991 900 69 917 970	0.818 987	02 7/19 50
March 22 388,102,35 March 29 388,111,30 April 5 388,284,05 April 12. 388,074,05	0 15,710,000 403, 0 15,710,000 403, 0 15,710,000 403,	994,050 70,423,590 784,050 70,111,186	2,305,003	28 420 50

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873. 58,413 71,680 30,093 00,734 30,827

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378. 04,434 02,655 07,089 rt of

Week	For	For U. S.			reasury.	tincates.
		Deposits.	Total.	Coin.	Currency.	outst'd'g.
Nov. 2	584,988,900	15,748,000	400, 781,900			
Nov. 9.	. 385, 977, 400	15,708,000	400, 180, 400	73,134,512	9,735,478	21,776,000
Nov. 16.	. 385,377,400	15,703,000	401,080,400	72,997,543	8,52f,196	21,554,000
Nov. 23.	. 335,368,400	15,693,000	401,261,400	71,939,802		20,536,000
Nov. 80.	385,853,400	15,693,600	401,546,400			
Dec. 7	. 386,035,950	15,693,000	401,728,950	69,588,589	5,660,667	19,919,000
Dec. 14.	. 386,045,450	16,508,600	402,554,050	70,058,969	5;283;445	19,746,000
Dec. 21.	386,328,000	15,568,000	401,896,000	69,831,800	4, 137, 052	19,269,000
Dec. 28.	. 386,355,300	15,588,000	401,893,300	74,201,001		23,720,000
Jan. 4.	. 386,258,300	15,502,000	401,755,300			
Jan. 11.	. 336,315,800	15,534,000	401,849,800	64,041,361		25,463,000
Jan. 18.	334,525,600	15,599,000	402,125,600	64,238,051	2,784,507	25, 152, 500
Jan. 25.	. 386.604,400	15,624,000	402,228,400	64,785,762		34,780,500
Feb. 1	. 386,640,800	15,635,000	402,275,800			
Feb. 8.	. 386 888,800	15,635 000	402,473,800	64,008,981		23,598,500
Feb. 15.	. 387,062,500	15,660,000	402,722,500	64,846,378		22,851,000
Feb. 22.		4	400	66,132,072	2,320,316	22,602,000
	. 397,415,100	15,665,000	403,080,100	OF 01-11-1		00.000
March 8.	. 387,766,100	15,715,000	403,481,100	65,032,273	2,095,784	28,803,500
march 1	5 387,883,850	15,640,000	403,528,850	00 430	0.404	04 000
	2 388,102,350	15,660,000	403,762,350	68,128,897		24,287,000
	9 388,111,300	15,710,000	403,821,300	68,317,279	2,818,237	23,748,500
	. 388,284,050	15,710,000	403,994,050	70,423,590		28,420,500
	388,074,050	15,710,000	403,784,050	70,111,186	2,108,319	23,226,900
April 19	389,654,550		404,489,550	72,186,841		22,835,000
May 9	388,786,800		404,621,800	77,193,468	1,383,399	26,268,400
May 17	. 388,963,800 389 113 000	15,735,000 15,685,000	404,698,800	73,121,965	3,001,980 5 181 638	24 917,200
May 24	. 389,113,000 . 389,489,500		404,798,000	74,068,819	5,181,638	26,201.400
	. 389,489,500	15,635,000 15,610,000	405,124,500 405,318,500	75,103,277	4,374,509	26,439,100
June 7	389,960,000	15,735,000	405,818,500	78,267,747	5,952,572	33,246,500
	1, 390,072,900	15,735,000	405,657,900	78,267,747		
	1. 390,200,300	15,585,000	405,785,900	75,867,916		35,034,000 36,007,200
	. 390,315,550	15,560,000	405, 875, 550	88,966,165		38.868,600
	390,413,950	15,560,000	405,973,950	72,280,791		40,156,300
	390,612,950	15,535,000				44,258,600
July 19	390,761,959	15,675,000	406 436,950	79,714,361		43,191,300
	390,815,250	15,860,000	406,675,250			43,191,300
Aug. 2.	390,855,250	15,680,000			1,001,000	20, 100, 100
Aug. 9	890,781,250	15,660,000	406,441,250		9,126,418	43,964,600
Aug. 16	391,025,250	15,665,000	406,690,250	89,966,119		
Aug. 23	391,197,350	15,615,000				
Aug. 30	391,565,450	15,715,000	407, 280, 450			
Sept. 6	391,970,050		407,690,050		0 11,629,519	46,947,300
Sept. 13				91,549,889	9 14,716,742	
Sept. 20	392,385,300	15,759,000		83,623,593	5 14,864,091	36,194,700
Sept. 27	392,610,800	15,750,000	408,350,800		0 14,751,988	34,225,300
Oct. 4	392,655,000	15,715,000	408,370,000	81,430,360	4,689,256	34,142,700
Oct. 11	392,741,000	15,665,000	408,376,000	80,082,10	7 4,348,676	30,948,400
Oct. 18	392,630,100	15,753,000	403, 333, 100	# 80,552,86	3 3,215,239	29,147,400
Oct. 25	332,683,000	15,873,000		81,863,513	3,164,530	29,147,400
		-				

2.—National bank currency in circulation; fractional currency reserved from the Currency Bureau by U. S. Treasurer, and distributed weekly; also the amount of legal tenders distributed:

Week	Notes in Circulation	Fractional Received.	CurrencyDistributed.	Leg. Ten. Distrib'd.
Nov. 2	. 340,940,679	1,129,500	735,000	430,000
Nov. 9	341,059,993	1,006,700	859,600	501,000
NOV. 16	341,289,186	1.194.800	692,000	1 688 500
NOV. 23	341,501,896	952,400	894,800	576,000
Nov. 80	342,088,811	228,000	586,800	646,500
Dec. T	. 942,114,116	1,271,200	508-800	1.261.00
Dec. 14	342,358,565	1,447,600	726,000	709,000
Dec. 21	342,480,056	1.210,000	296,800	650,000
Dec. 28	342,526,926	609,600	855,000	2,777,000
Jan. 4	342,579,872	567,600	925,600	1,318,50
Jan. 11	342,809,951	988,600	501,200	1,707,000
Jan. 18	342,998,649	804,800	308,400	798.00
Jan. 25	343 130 984		866,400	846.70
Feb. 1	343,289,474			748,50

ł	Feb. 8	343;174,274	477,600	563,000	728,500
١	Feb. 15	343,382,729	420,000	584,000	1,200,000
1	Feb. 22	343,372,904			
1	March 1	343,372,904	912,000	460,400	735,000
1	March 8	***** **	538,000	488,800	1,085,000
1	March 15	342,613,349	912,000	883,200	1,149,800
ı	March 22	343,843,955	744,000	025,400	1,025,000
ł	March 29	343,869,000	516,000	469,500	115,000
١	April 5	344,098,090	516,000	554,600	1,986,000
1	April 12	346,056,584	722,000	890,000	1,797,500
١	April 19.	344,632,409	961,200	604,400	755,300
1	April 26	344,788,289	884,000	804,400	663:500
1	May 3	345,030,127	864,000	546,000	66,500
1	May 17	344,861,881	58,000	472,800	930,500
١	May 24	345,048,234	732,000	801,600	786,506
1	May 31	344,985,586	520,000	586,000	750,000
1	June 7	345,168,236	612,000	921,200	868,000
ı	June 14	345,241,181	612,000	778,400	1,137,000
۱	June 21	345,385,567	584,400	920,000	1,114,000
۱	Jume 28	345,044.082	716,000	1,132,800	1,040,500
ŀ	July 5	345,094,237	693,200	348,800	595,400
1	July 12	345,200,880	492,000	1,197,600	000,000
1	July 19	347,424,547	652,000	620,500	1,188,000
1	July 26	345,315,504	648,000	413,900	835,700
ı	Ang. 2	345,640,919	549,500	1,022,000	000,000
١	Aug. 9	345,797,078	702,400	605,600	675,000
	Aug. 16	346,115,498	1,311,500	716,200	854,500
u	Ang. 23	346, 157, 113	978,000	790,600	1,120,900
1	Aug. 30	346,444,068	1,352,500	1,016,006	883,000
ı	Sept. 6	346,899,459	1,078.000	628,700	811,500
	Sept. 13				
ı	Sept. 20	347,574,263	1,192,654	1,458,200	2,782,800
1	Sept. 27	350,030,448	1,167,900	1,413,876	18,709,270
1	Oct. 4	347,840,068	1,116,800	1,486,880	6,911,400
	Oct. 11	347,910,548	1,947,000	365,600	2,101,000
1	Oct. 18	348,191.900	1,187,000	34.800	600,092
١	Oot. 25	348,229,680	1,050,000	605,000	1,403,000

Brunswick & Albany.—The sale of this road, which has been heretofore alluded to, took place at Brunswick, Ga., October 15. Several bidders were present, and the road was sold to Mr. J. N. Mayers, representative of German bondholders who own over \$2,000,000 of the first mortgage bonds. The price paid was \$530,000, of which \$150,000 is payable at once and the remainder in six months. The telegraph line was sold to C. O. Whitney for \$2,900, subject to a five years' lease. Fifteen cars were sold separately, and purchased by O. O. Nelson for \$5,625. The road was not sold under foreclosure, but to satisfy judgments obtained by creditors. by creditors.

A dispatch to the Albany (Ga.) News from Charles L. Schlatter announces that he, as representative of the bondholders, took possession of the road October 16, and would continue to run trains as usual. He says nothing can be done about extending the road west of Albany until a new company is organized.

The road is 171 miles long from Brunswick, Ga., west to Albany, and its business is very light.

The Chesapeake & Ohio.—Since the completion of this road there have been opened along the line 17 coal mines and 7 iron ore beds, and 12 blast furnaces have been built. The new furnaces completed and in course of erection will have a total annual

naces completed and in course of erection will have a total annual product of 120,000 tons of pig iron.

The directors comprise: A. A. Low, C. P. Huntington, William H. Aspinwall, David Stewart, Jonas G. Clark, William Whitewright, jr., and William B. Hatch, of New York; Pliny Fisk, of New Jersey; William C. Wickham and John Echols, of Virginia; and H. C. Parsons, of West Virginia.

It is understood that there is a desire on the part of the director to reign process.

tors to raise money for the coupons, Mr. Huntington offering to give \$100,000 for that purpose. At the meeting of directors to-day it was decided that the bondholders be asked to fund the four coupons next maturing into 7 per cent income bonds. The company will make a statement to the creditors and bondholders to-morrow.

The Richmond Dienatal Oct 20 has the following: "The

The Richmond Dispatch, Oct. 29, has the following: "The treasury of the enterprising company that so rapidly completed this railroad to the Ohio is afflicted with the general railroad epidemic of emptiness. Great efforts have been made to meet the November interest. A circular already issued to holders of the November interest. A circular already issued to holders of collaterals of the company for money loaned (called the floating debt), proposes to give those holders what are called 'income bonds,' in lieu of the security they now hold. These income bonds run for a brief term of years, and are payable in annual instalments. This expedient is to gain time and avoid the vicis situde of simple failure to meet obligations, which would afford no advantage to the company's creditors, and would increase the company's embarrassments to some extent.

"Their read has but recently group into operation but its means

no advantage to the company's creditors, and would increase the company's embarrassments to some extent.

"Their road has but recently gone into operation, but its means of transportation are inadequate to the demands upon it. Very large additions to its rolling stock must be made to move the freights now offering, and a double track from Richmond to Huntington will be indispensible to accommodate the trade which will ultimately crowd upon the line.

"With a little time and the help of that confidence which is every way due to such a corporation, the increased means of transportation will soon be placed upon the road, and the means to meet the income bonds will be rapidly accumulated."

The Charleston (W. Va.) Courier notices the proceedings of the Senate Committee on Transportation in that city in a buoyant spirit. Among those whose views were presented to the committee, was Professor Ansted of London, who is now making his second or third examination of the coal and iron belts of the Kanawha Valley. In the course of his remarks the Courier states that he took the ground that "one of the most powerful claims of this (the central) route for development, lies in the fact that were cheap transportation opened up from our coalfields to Norfolk harbor—one of the finest in the world—it would become the greatest coal station on the globe. It would forbid competition from any other mart in the world for supplying the eastern cities, South America, West Indies, and many of the English Colonies,"

Des Moines Valley.—The sale of this road under orders of the United States Circuit Court took place at Des Moines, Ia., October 17. The road was sold in two sections, the first from Keokuk to Des Moines, 161 miles, and the second from Des Moines to Fort Dodge, 88 miles, including the bridge over the Des Moines River. The rolling stock was distributed between the two sections in proportion to their length. The section from Keokuk to Des Moines was purchased by J. A. Johnson, on behalf of the first mortgage bondholders, for \$1.175,000, and the line from Des Moines to Fort Dodge by C. H. Perry, of Keokuk, representing the Keokuk & Northwestern Railway Company for \$475,000, making a total of \$1,650,000. The Court decided some time since that the first mortgage bonds were a first mortgage on the line that the first mortgage bonds were a first mortgage on the line from Keokuk to Des Moines only, the second mortgage bonds being a prior lien on the road from Des Moines to Fort Dodge.

Kansas Pacific Railroad.—A telegram from St. Louis, Oct-30, says: "Reports circulated here to night that the Kansas Pacific Railroad Company went into protest to-day, but a high authority contradicts the rumor. All the current obligations and business paper of the company have been promptly met, and will continue to be; but the great stringency in money has prevented negotiations for funds to pay the November interest, and the payment of coupons will therefore be somewhat delayed."

New Jersey Southern.—As to the embarrassments of the New Jersey Southern Railroad Company, Mr. Prosper P. Shaw, who is a director and the plaintiff in one of the suits begun against the a director and the plaintiff in one of the suits begun against the company, has stated "that the company was owing more than \$1,000,000, and he believed that some of its notes had gone to protest. The cause of the trouble was the work on the extension of the road between the Delaware and Chesapeake Bays, in which about \$1,000,000 had been expended this year, and the failure of the company to sell its bonds, the proceeds of which were expected to defray the cost of the extension. The trouble in selling the onds was due to the general depreciation in railway securities. Ie said that he had made call loans to the road amounting to \$100,000, and, being unable to obtain payment, had instituted a suit for \$70,000. He brought this suit under advice, but now regretted having done so, and intended to take no further steps in

the proceeding."

The directors since the late change are S. M. Mills, C. W. Huntington, J. B. Norris, H. H. Cook, Charles J. Osborne, Ed. Eldridge, P. P. Shaw, A. Green, R. F. Stockton, John Torrey, Jr., B. Williamson, G. P. Morosini and W. A. Painter. It was understood that the road was to pass under the control of the Baltimore & Ohio Railroad, but later advices indicate that such action is not likely to be immediate. Mr. Jay Gould has a claim of \$600,000 against the company and he claims to own the majority of the stock and bonds of the New Jersey Southern road, and to have built with his own means the links between the Delaware and Chesapeake Bays (in the States of Delaware and Maryland), which are about completed. He claims to be building unaided the remainder. The Baltimore & Ohio Company it is said, does not own a dollar of the bonds or stock of the New Jersey Southern Road. They have no responsibility whatever with the enterprise beyond that stated.

Pacific Mail.—The settlement recently effected by the direct

Pacific Mail.—The settlement recently effected by the directors of the Pacific Mail Steamship Company with ex-President Stockwell is understood to cover the entire transactions of the Stockwell is understood to cover the entire transactions of the parties to the settlement, and to release each of them from any and all obligations to the other. The terms of the settlement involve the delivery by Mr. Stockwell to the company of 10,000 shares of Pacific Mail stock, to be made in instalments at fixed shares of Pacific Mail stock, to be made in instalments at fixed times or all at once, within a given period at the election of Mr. Stockwell. Upon the delivery of the entire amount of the stock the company is to return to Mr. Stockwell his unpaid notes, amounting to about \$800,000, and cancel the mortgage upon the Howe Sewing Machine property held by the company as collateral security. Both parties withdraw all claims upon which suits have been commenced, as well as all other claims of indebtedness as against each other. In conversation with a prominent officer of the Pacific Mail Company the question was asked, "If the mortgage upon the Howe Sewing Machine property given by Mr. Stockwell is not valid as collateral security, and if Mr. Stockwell's notes are not collectable, then why should Mr. Stockwell's notes are not collectable, then why should Mr. Stockwell pay even \$350,000 to be relieved of the claim, and, on the other hand, if valid, why can they not be collected in full?" In reply to this that gentleman said that in his opinion it was not so much the validity of the mortgage which moved Mr. Stockwell to this step as it was the cloud cast upon the real estate in question, so long as the mortgage remained uncancelled, no matter how much its validity might be doubted.—N. Y. World.

World.

Philadelphia & Reading.—This company issued, October 22, in London, their prospectus to capitalists relative to the new gold loan of \$10,000,000 authorized by the company. The mortgage bonds are dated October 1, 1873, and are to run 24 years. They are protected by a sinking fund of two per cent per annum, cumulative in character. President Gowan explains the position of the company in a circular letter accompanying the invitation for subscriptions, and states that the traffic requires increased carrying facilities, and in addition there are new coal mines to be opened for a greater supply of coal. In addition, the scarcity of vessels has created a necessity for an addition to the company's fleet of iron-screw colliers for the shipping trade at Port Richmond, which amounts to 2,500,000 tons per annum. For these several purposes it is estimated \$10,000.000 will be required. The present net revenue of the company he represents equal to the interest and sinking fund upon the loan herein announced and on the existing debt, while continuing the usual annual dividend of 10 per cent.

It is stated that this year the company increased its net income up to September 30, \$1,109,729; its total earnings for the ten months being \$12,022,231, against \$9,650,160 for the same period

Southern Minnesota.—This road extends from Grand Crossing, Minn., opposite La Crosse, 170 miles west to Winnebago City. In April, 1872, it failed to pay the interest on its \$3,332,000 8 per cent first mortgage bonds. There are also \$1,252,000 7 per cent second mortgage bonds outstanding. Since November 23, 1872, the road has been in the hands of a receiver, Charles McIlrath, who has lately submitted a report to the mortgage trustees, Messrs. S. B. Ruggles and A. P. Man, of operations for the six months and seven days from November 23, 1872, to May 31, 1873. The gross earnings for that period were \$256,226, and expenses \$220,307, leaving net earnings \$35,919.

The trustees consider this result quite favorable, taking into consideration the refusal of the Milwaukee & St. Paul Railway Company to continue the previous arrangement for rebate on freights, and the fact that a receiver always labors under great disadvantages at the commencement of his term.

The returns for the month of June show the total earnings of

disadvantages at the commencement of his term.

The returns for the month of June show the total earnings of that month at \$80,010 37, being an increase of \$22,352 96 over the earnings of the corresponding month of the previous year. They say that the arrangements for the construction of the bridge at La Crosse are considered to be complete, and the bridge that the arrangements in less than a year, from the present itself ought to be completed in less than a year from the present

"A proposition was made last spring by outside parties looking to the completion of the road, westward, to a connection with the to the completion of the road, westward, to a connection with the Sioux City Railroad, and to the assumption, on their part, of the future ownership of the road, subject to its present bonded indebtedness, upon condition that the bondholders would fund their coupons up to April next, inclusive, in corresponding bonds upon the extension of the road. Inquiries are frequently made whether this proposition is still pending. It has not been with drawn, but has been in abeyance during our efforts to arrange for the construction of the bridge. The present season, however, is unfavorable for consummating such an arrangement; besides, a number of the parties referred to are in Europe; but the trustees still hope that the proposition will be renewed in no less acceptable shape before the end of the present season; and, in such case, they will not fail to present it promptly to the bond-holders." holders.

Texas & Pacific—Pennsylvania—Thos, A. Scott.—A special correspondent of the New York Tribune writes from Philadelphia, Oct. 28: "Col. Thomas A. Scott, President of the Texas & Pacific Railway, and Vice-President of the Pennsylvania Railroad, returned to this city yesterday after an absence in Europe of several months. He stated that the loan of \$10,000,000 for the Pennsylvania Railroad Company was negotiated by the Company's bankers in London a few days before the present financial revulsion began. The Pennsylvania was therefore in excellent condition to meet its requirements. The panic wes entirely unexpected and unlooked for abroad. It would have been difficult to raise so large an amount on terms so favorable on any American securities after the outbreak of the panic. With reference to the Texas & Pacific Railway, he had not been so fortunate. He had not been able to close successfully negotiations for a sale of bonds, but obtained financial aid, so that work on the road will not be discontinued. The work needful to build the road within the limits of the requirements of Congress and on the road will not be discontinued. The work needful to build the road within the limits of the requirements of Congress and the State of Texas will be continued by the Company. The effect of the recent panic was to stop the sale of the bonds of American railroads in Europe for the present."

Referring to a rumor this week in regard to the Pennsylvania Railroad, the Philadelphia Ledger states that it is assured by the officers of the company best informed on the subject that its finances were never easier than now, and adds:

In proof of this fact we furnish the following statement of the the company for the month of September and the nine months of compared with corresponding time last year: For September, 1873 Same month last year.	earnings of f the year, \$2,468,076 2,070,425
Increase January 1, 1878, to October 1, 1873	\$397,651 \$18,720,807
	40 KO1 7K5

Union Pacific Railroad .- The following official statement is made of land sales: 
 made of land sales:
 \$138,677 23

 July, 1873—20,599 43-100 acres for.
 6 73

 Aug., 1873—22,873 85-100 acres for.
 157,994 24

 Average per acre.
 6 90

 Sept., 1873—20,293 51-100 acres for.
 126,970 86

 Average per acre.
 6 27

 Total sales to September, 30, 1873, 799,748 73-100 acres for.
 3,595,460 63

 Lands belonging to the Company remaining unsold, 11,280,231 27-100 acres.

Lands belonging to the Company remaining unsold, 11,280,251 21-100 acres.
Less bonds cancelled by Land Department         \$1,415,000           Less bonds cancelled by Trustees         352,000-1,767,000
Leaving bonds outstanding

September 30, 1873—Principal (interest not included)......\$1,881,189 03 Union Pacific Central Branch.—This road, formerly the Atchison and Pike's Peak, has no connection whatever with the

Union Pacific. The Board of Directors has issued a circular asking the holders of the first mortgage bonds to fund the first seven coupons maturing after November 1. For this purpose a series of bonds, called coupon bonds, have been prepared, numbering from 1 to ay

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1,600, and therefore corresponding in number to the first mort-gage bonds. These bonds will be for the following amounts each: 

Gross earnings from January 1 to September 30, 1873 \$3,758,605 63
Gross earnings from January 1 to September 30, 1872 \$3,256,228 29 

 Increase for 1873
 \$497,377 31

 Expenses from January 1 to September 30, 1873
 \$2,786,741 27

 Expenses from January 1 to September 30, 1872
 2,367,502 20

 

Increase of net earnings for 1873..... 

Below we give a statement compiled from official returns, showing the export of rails from Great Britain for the months of September, and also for the nine months ending September 30, in 1871, 1872 and 1873.

2012, 2012				-9 mont	hs end's	30th-
Countries.	September.			September.		
AMERICA-	1871.	1872.	1873.	1871.	1872.	1873.
United Statestons.	54,373	37,732	10.642	389,535	378,053	151,972
British	8,595	9,689	6,914	56,709	68,739	49,313
Spanish West India Islands	548	20	874	2,026	1,109	4,446
Brazil	998	2.311	4.535	15,419	15,745	11,665
Chili		19	400	10,334	2,609	3,855
Peru		1,074	685	18,493	25,774	7,732
EUROPE-	.,	-,		,	,	.,
Russia	3,764	24,646	29,054	69,398	73.587	125,368
Sweden		1,644	7,407	8,882	10,453	35,316
Germany		4,117	1,369	44,149	32,642	34,151
Austrian Territories	3,350			18,591	7,534	816
France		150	39	1,716	457	2,254
Holland		175	948	9,044	2,869	15,729
Spain and Canaries		511	1,289	8,668	8,888	8,847
ASIA-	.,		-,	0,000	0,000	0,021
British India	1,595	589	1.497	30,828	10,798	11.939
Australia	225	2,557	3,915	11,607	17,134	17,219
AFRICA-		-,001	0,010	22,001	,	21,420
Egypt	. 723	1,485	1,543	3,152	11,888	6,237
Other countries		6,664	20,969	57,829	52,691	104,737
, other countries	1,001	0,001	20,000	01,000	00,001	101,101
Total	93,529	93,383	92,140	756,370	720,970	591,596
Old Iron to all Countries	17.864	10,058	5,075	109,629	85,805	51,673
Pig Iron to United States		16,602	9,555	132,061	168,938	

contract from October, 1872, to September 30, 1873.

—The demand for the Chocolate-Menier is so rapidly extending that the proprietor has necessarily established a wholesale agency at 45 Beaver street, in this city. The essence of cocoa and the chocolate powder were each awarded a medal at the Vienna Exhibition. For invalids and persons of sensitive habit both offer delightful beverages, which are highly recommended by the faculty as a substitute for tea or coffee. The manufactory is at Noisiel-Sur-Marne, near Paris.

—The coupons of the first matteres 2 per part had a first matteres.

The coupons of the first mortgage 8 per cent. bonds of the Sioux City & St. Paul Railroad, due the 1st instant, will be paid at the Metropolitan National Bank. Messrs. Aug. J. Brown & Son, 59 Liberty street, are the financial agents of this road.

—The November coupons on the Denver & Rio Grande (Narrow Gauge) Railway bonds will be paid on and after the 1st inst. at the banking house of Messrs. Rutten & Bonn, 52 Exchange Place.

# BANKING AND FINANCIAL.

Banking House of Henry Clews & Co., 32 Wall street, N. Y.

Deposit accounts of Mercantile firms and Individuals received all facilities and accommodations granted usual with City Banks in addition thereto interest allowed on all daily balances

Bills of Exchange drawn on Fingland, Ireland, Scotland and the Continent; Travelers' and Mercantile Credits issued available throughout the world.

RAILROAD BONDS .- Whether you wish to BUY or SELL, write to

HASSLER & CO..

LAPSLEY & BAZLEY,

BROADWAY & 9 NEW STREET, New York.

Stocks bought and sold on commission, for investment, or on margin. Privileges in Stocks and Gold negotiated. Circular explaining privileges mailed to any address.

S. W. Lapsley.

J. E. Bazley.

Cash Advances made on Cotton.

Buy and Sell Cotton Contracts for a Commission. R. M. WATERS & CO., 56 Broad Street.

### Gazette. The Bankers'

### DIVIDENDS.

The following Dividends have been declared during the past week:

COMPANY.	PER CENT.	WHEN P'ABLE.	BOOKS CLOSED.
Railroads.			
Boston & Providence	5	Nov. 15.	
Nashua & Lowell	\$5	Nov. i.	
Metropolitan	\$2 50 fr.	Nov. 15.	
Toledo, Wabash & Western, pref	336	Nov. 1.	Oct. 28 to Nov. 2.
Manchester & Lawrence			
Ranks.	1		
Union National	5 free.	Nov. 1.	Oct. 24 to Nov. 1.

FRIDAY, Oct. 31, 1873-6 P. M.

The Money Market and Financial Situation .- During the early days of the week the financial situation continued to improve, and the feeling among bankers and business men generally was decidedly hopeful. This feeling of growing confidence was subsequently disturbed by the rumors of trouble in the affairs of Messrs. Hoyt, Sprague & Co. in this city, and of A. & W. Sprague in Rhode Island. These rumors culminated yesterday in the positive announcement that Hoyt, Sprague & Co. had stopped payment, and to-day a telegram states that the paper of A. & W. Sprague has gone to protest in Providence, though the latter may not be a positive failure, and at the moment of writing there is a possibility that the latter firm may be helped through by assistance from the Providence banks to-morrow. The failure of so prominent a house, and one having such immense manufacturing establishments in different parts of the country, has naturally produced a feeling of much depression in Wall street, and led to serious apprehensions as to the possible effect upon the numerous creditors of the firm. As a consequence of this, the street was full of rumors to-day in regard to the stability of other houses, but none of them were traced to any reliable source, and they appeared to be simply the offspring of the prevailing apprehension.

The Clearing House Banks make a favorable report as to the A. & W. Sprague has gone to protest in Providence, though the

prevailing apprehension.

The Clearing House Banks make a favorable report as to the gain of legal tenders, and a substantial increase has been shown almost every day for some time past. To-morrow the "pooling" arrangement ceases, and each bank will then rely upon its own reserve of coin and legal tenders, though it should be distinctly understood, as we have stated before, that this does not mean the withdrawal of the Clearing House certificates, which will be continued at the discretion of the Loan Committee.

The attempt of the Treasury Department to make disbursements in silver has merely resulted in the payment at the Sub-Treasury of a few hundred dollars daily to parties having demands on the Treasury (not billholders), and only \$5 was paid to any one party. The Government officers have been sadly deceived as to the possibility of resuming silver payments on so small a reserve as they possess.

deceived as to the possibility of resuming silver payments on so small a reserve as they possess.

Money during the week has generally ruled lower, and where parties could furnish really first-class securities loans were always obtainable. But just here lies one great difficulty of the present situation, namely, that some securities usually good enough to obtain loans upon are now of no avail, and many parties have not their funds invested in such as are acceptable for collateral. To-day the rates on call ranged from 7 per cent to 1 per cent per diem, according to the standing of borrowers and the collaterals furnished.

In commercial paper there was little or no business to-day, and

the coliaterals furnished.

In commercial paper there was little or no business to-day, and no quotable rates, in consequence of the uncertainty arising from the Sprague failures. The paper of these firms has heretofore ranked very high, and was considered to be selling at low rates on account of the large amount out; it is said that \$2,000,000 is held by banks and private parties in this city, and a large amount in Providence.

Cable reports from London have been favorable. The Bank rate remains at 7 per cent, and a slight gain of £16,000 in bullion was shown for the week. Money in the open market is quoted at 6‡ per cent. The Bank of France gains this week 3,000,000 francs in specie.

United States Bonds .- Government Securities were higher and fairly active at the opening of the week, but have since been dull and lower, influenced by the same depression which has affected the stock market, and by the disinchmation of parties holding cash to part with it for Government bonds, or anything else. If the present wave of trouble in commercial circles passes along without further disaster, there is little doubt that Governments will soon be buoyant again. Closing prices daily have been as follows:

	Oct.	Oct.	Oct.	Oct.	Oct.	Oct.
Int. period.	25.	27.	28.	29.	30.	31.
5s, funded, 1891, coup Quarterly.	108%	109	108%	10736	108%	106%
6s, 1881 reg. Jan. & July.	112	112	112	112	111%	1111%
6s, 1881 coup. Jan. & July.	115%	11336	113%	*113	142%	*112
6s, 5 20's, 1862 conp. May & Nov.	*107	10734	10736	107%	*106%	106%
6s, 5-20's, 1864coup. May & Nov.	*108	*108	108%	*1081/8	*10734	*107
6s, 5-20's, 1865coup May & Nov.		1111%	10836	108%		
6s, 5-20's, 1865 new, coup. Jan. & July.	111%		1111%	11114		
6s, 5-20's, 1867 coup. Jan. & July.	114	1131/2	113%	1121/2		112%
6s, 5-20's, 1868 coup. Jan. & July.		113%		*1121/2		*112
5s, 10 40's reg. Mar. & Sept.		*105	107	*106	*105%	107
5s, 10-40's coup Mar. & Sept.		106%		106%		*1061/8
6s CurrencyregJan. & July.	110	109%	*109	109%	109%	108%

\* This is the price bid, no sale was made at the Board.

The range in prices since Jan. 1, and the amount of each class of bonds outstanding Oct. 1, 1873, were as follows:

	R	ange	sin	ce Ja	n. 1	-	Amoun	t Oct. 1
							Registered.	
5s, funded 1881coup								\$112,283,550
6s, 1881reg	109%	Oct.	20	119	May	24	192,880,750	
6s, 1691,coup	11136	Oct.	17	123%	June	9		89,855,600
6s, 5-20's, 1862comp	105	Oct.	16	118%	Apr.	28	17,705,400	170,227,150
6s, 5-20's, 1864coup	106%	Oct.	17	118%	Apr.	30	25,745,550	33,386,050
6s, 3-20's, 1845coup	10736	Oct.	17	120%	Apr.	29	33,925,600	118,917,150
6s, 520's, 1865, new coup	10936	Oct.	20	120%	June	13	55,547,500	147,211,750
6s, 5-20's, 1867 coup	110	Oct.	17	1217	May	28	87,491,700	223 687,000
6s, 5-20's, 1868coup	110	Oct.	17	120%	June	10	13,699,000	23,775,000
5s, 10°40'sreg	10336	Oct.	11	11516	July	14	140,477,800	
5s, 10-40'scoup	105	Oct.	10	116%	Aug.	25		54,089,500
6s, Carrencyreg	107%	Sept.	30	116%	May	31	64,623,512	

Closing prices of securities in London have been as follows:

	Oct. 17. 961/6 963/6	Oct. 24.	Oct. 31.	Lowest.   Highest.		
U. S. 6s, 5;20ls, 1865 U. S. 6s, 5;20ls, 1867		93%		91% Apr. 18	96% Oct. 10 96% Oct. 18	
U. S. 58, 10:40's New 5s	91%	9114	91	921 June 18 881 May 20 881 May 19	92% Jan. 31 92 Oct. 4	

State and Railroad Bonds.—Very little has been done in State bonds, the attention of the market is diverted in other directions. In railroad bonds there has been a miscellaneous directions. In railroad bonds there has been a miscellaneous business, but not large. Some of the old bonds held altogether by private investors are about as high as ever, but many others are selling at very low prices and certainly seem to be cheap. Among bonds sold at the Board within a few days, we may mention Union Pacific 1st mort., 70½; land grants, 64; Central Pacific 1st gold 6s, 85½; Toledo, Wab. & West. 1st mort., St. Louis div., 75. It is reported this week that November interest will be passed on the Chesapeake & Ohio 1st mort, gold 6s; on bonds of the Union Pacific Central Paraphy of different converting alternatives. the Union Pacific Central Branch (a different corporation alto-gether from the Union Pacific), and according to a St. Louis telegram, on certain bonds of the Kansas Pacific road. Further information as to these bonds in default can be furnished next week, after the first of the month has passed and the actual default has been made.

Closing prices daily, and the range since Jan. 1, have been:

	Oct.	Oct.	Oct.	Oct.	Oct.	Oct.	Since Jan. 1.
	25.	27.	28.	29	30.	31.	Lowest,   Highest,
6s Tenn., old	*68	69	*67%	68	*6714		68 Oct. 15 86 Met. 19
6s Tenn., new		*63		*67			69 Oct. 22 86 Mcb. 17
6s N. Cag., old							26 June 18 34 1/2 Jan. 30
6s N. Car., new						****	16 July 28 19 Jan. 4
6s Virg., old.;	*33	*52	*22	*32	#53		35 Oct. 14 49 Feb. 7
do consolid.	*48	*47	*48	447	*451/2		43% Oct. 1 56% Mch. 17
do deferred.		*8	*8	*7	*8	. 47	7 Oct. 23 15% Jan. 2
68 S. C., J. & J	*10	*10		*10	1034	10	9 Oct. 15 23 Jan. 20
6s Missouri	96	86	3634	86 14	86	85	84 gept. 30 97 June 28
Cent. Pac., gold	*8934	8736	8736	87	85 1/4	84	80 Sept. 19 1041/4 Feb. 10
Un. Pac., 1st	73	70%	71	70%	70%	69	69 Oct. 31 89 Feb. 4
do L'd Gr't	66	6514	6514	65	65 16	58	69 Oct. 31 89 Feb. 4 58 Oct. 31 80 Jan. 6
do Income.	4914	4934	49	4914		36	36 Oct. 31 83% Jan. 6
Emie 1st M.7s	*98	*98	*98				101 Jan. 6 104% Sept. 1
S. J. Cen. 1st 78	102	*102	*102	*102	*101	*1001/4	101 Oct. 2 1071/2 July 1
Ft Wayne let 78.			*103				1021/ Jan. 6 1001/ Apr. 3
Rock Edd 1st 78			*991/4	99%	981/2	98	97% Oct. 15 106% June 17
SERVICE SERVIC							

\* This is the price bid, no sale was made at the Board.

The Gold Market .- Gold has fluctuated within a moderate The Gold Market.—Gold has fluctuated within a moderate limit during the week, and the market has been without exe tement. In addition to other causes for low prices, the disbursement of Treasury gold for November interest, which began on Monday last without rebate, has added considerably to the supply; the total disbursement at this period amounts to about \$13,000,000. The total shipment of gold from England to this country since the commencement of the panic probably does not got that amount over two birds has country since the commencement of the panic probably does not exceed \$14,000,000, and of that amount over two-thirds has already come to hand. It appears by cable reports that shipments have now almost stopped for some days past. The Sub-Treasury, on orders from Washington, has been paying out small amounts of silver to parties having demands on the Treasury, but not in exchange for currency. Small amounts of a few hundred dollars have been paid out each day, not over \$5 to any one party. It is difficult to understand the purpose to be accomplished, except upon the theory that it was supposed this would lead gradually to an equalization of values between silver and currency, but the amount thus put in circulation is too small to have this effect. The Daily Bulletin has the following: "The following table will enable every one to see at a clance the legal and

"The following table will enable every one to see at a glance the legal and the true value here and in Europe of our various silver coins—a subject very

Old   dollars.   Weight per \$1,000	Fractional pieces. 802.75	New trade dollars. 875 not fix'd.
Intrinsic value in gold, according to legal standard—1 to 16	93.525	1.01.815
Intrinsic value in gold, according to Euro- peau legal standard—1 to 15%\$1.03.225	96.541	1.05.010
Currency value according to European legal standard, with gold 8½ premium \$111.999	104.747	113.936
Currency value at which the brokers pur-	\$1.03	\$1.081

"The intrinsic value in gold according to the European legal standard of 1 to 15% is that which controls the exportation of our gold and silver coins."

\* This is the price bid and asked; no sale was made at the Board.

Silver, at the above intrinsic values, and gold at par, are equally advantageous for export to Europe, except that gold is transported by the steamers at a trifle less than silver, a slight difference against silver of which we have taken no account."

On gold loans rates have been paid for carrying, and to-day the rates were 3-64, 1-32 and 7 per cent gold, and for borrowing flat. Customs receipts of the week have been \$1,495,000.

		-Quot	ations				
	Open-	Low-	High-	· Clos-	Total	-Bala	nces
	ing.	est.	est.	ing.	Clearings.	Gold.	Currency
	5 1081				\$24,187,000	\$1,120,822	\$1,316,110
	7108%				21,998,000	1,094,400	1,191,896
	81083			108%	41,791,000	1,143,039	1,245,681
Wednesday, " 2	91083				19,327,000		1,238,287
	01083				39,369,000		1.887.455
Friday, " 3	1 1083/8	1081/8	1083%	10814	24,738,000	821,500	907,735
Current week	10816	1081/	10834	1081/	\$171,410,000	\$821,500	\$907,735
Previous week	10816	108		1085%	148,168,000	961,765	1,000,605
Ton 1 1000 to Ant	1101/	1073/	1101/	1001/			-1-101000

Foreign Exchange.-The exchange market been dull, and Foreign Exchange.—The exchange market been dull, and prices for 60 days bills generally depressed throughout the week. There has been a good supply of both commercial and banker's bills offering, and with only a limited demand from buyers prices have necessarily ruled low. To day, there was a more active inquiry for demand bills, and the prices of short sight are high as compared with 60 days. The failures in commercial circles and the apprehensions that further suspensions might occur, were the immediate causes which stimulated this demand. The rates for actual business are 1 to 8 helow nominal quotations, which are actual business are 1 to 8 below nominal quotations, which are

given as lonows.					
Octob	October 24				
London prime bank. 60 days.	3 days.	oo days.	3 days.		
ers' sterling 106%@106%	108 @ 1081	106%@	1081/10		
Lon. good bankers'. 106 4 @ 106 %	107%@108	1061/2 @ 1061/2	108%@108%		
Lon.prime com.ster. 105 @105%	@	105% @105%	@		
Paris (bankers) 5.32 1/2 05.33 1/4	5.27%@	5.33%@5.35	5.28% 25.30		
Antwerp 5.32%@5.33%		5.30 @5.311	5.25 @5.261		
Swiss5.3114@5.3214		@	@		
Amsterdam 39%@ 39%	401/8@ 401/4		39% @ 40		
Hamburg 93%@ 93%	94% 3 95	93% 94	95 @ 9514		
Frankfort 40% 40%	40% 40%		40% 40%		
Bremen 931/6 943/4		93% @ 94	95 @ 951		
Prussian thalers 70%@ 70%	71%@ 71%	70%@ 70%	71%@ 71%		

Railroad and Miscellaneous Stocks.—There is little to be said in regard to the stock market, so far as "special features" are concerned. Prices are again greatly depressed by the unfavorable outlook which has prevailed yesterday and to-day, and the lowest points yet touched on some stocks have just now been reached—New York Central & Hudson having declined to-day to 80½; Lake Shore, 58; Rock Island, 85; Del., Lack. & Western, 80; Wabash, 33; Western Union Telegraph, 45½; Northwestern, 81½; Milwaukee & St. Paul, 22½; Pacific Mail, 26; Erie, 44½; Ohio & Mississippi, 22½. There is no doubt that stocks present a fine opportunity for investment purchasers at these figures, and they will probably be more widely distributed into the hands of parties outside of Wall street than they have been before in years. All this will be healthy for the general course of stocks if we pass safely through the complications which are now exerting the depressing influence. Railroad earnings are better than might be expected; an increase over the corresponding periods of last year is shown in several leading roads, notwithstanding all the effects of the panic.

— Latest earnings reported — Jan. 1 to latest date Railroad and Miscellaneous Stocks.-There is little to

Indiatest fairfoad earnings is	sported a	ire as io	HOMB.	
Latest earni				
Roads.	1873.	1872.	1873.	1872.
Atlantic & Gt. West. 3d week of Oct.	\$114,750	\$140,061	\$4,253,516	
Atlantic & Pacific 3d week of Oct.	23,794	27,063	1,053,450	
Bur., C. Rap. & Minn. 3d week of Oct.	39,534	28,980	922,177	778,575
Central Pacific Month of Sept.	1,392,125	1,254,688	10,183,178	
Chic. & Northwest, 2d week of Oct.	325,562	317,893	10,669,422	9,564,752
Erie 3d week of Oct.	483,247	467,000	15,972,390	
Illinois Central Month of Sept.	876,418	744,782	6,050,012	
Indianap., Bl. & W., 2d week of Oct.	39,107	28,880	1,227,367	
Kansas Pacific 2d week of Oct.	82,326	107,081	2,844,593	2,862,432
Lake Sh. & Mich. S. 1st week of Oct.	398,530	371,776		
Marietta & Cin Month of Sept.	203,514	191,841	1,634,124	
Michigan Central 2d week of Oct.	144,461	148,745	5,875,114	5,303,404
Milwaukee & St. P., 3d week of Oct.	217,069	193,165	7,067,516	
Ohio & Mississippi Month of Sept.	371,344	356,232	2,752,519	
Pacific of Missouri 3d week of Oct.	75,126	87,329	2,940,971	2,826,842
St. L., Kans. C. & N. 3d week of Oct.	63,678	74,909	2,237,839	2,274,699
St. Louis & Iron Mt. 3d week of Oct.	47,340	45,718	1,889,660	1,772,970
St. L., Alton & T. H. 3d week of Oct.	24,185	32,521	1,129,514	1,125,897
do branches, 2d week of Oct.	15,693	14,754	476,935	
St. L. & Southeast 2d week of Oct.	26,315	27,907	1,006,160	
Tol., Peor. & War Month of Sept.	128,161	114,488		
Tal Wah & West 2d week of Oct	194 613	145.845	4.676.642	4.651.883

The daily highest and lowest prices have been as follows:

											-	
	Satu	rday,	Mon	day,	Tue	sday,	Wedn	esday	, Thu	rsday,		lday.
	Oc	t. 25.	Oct	. 27.	Oct			. 29.		t. 30.		et. 31,
N.Y.Cen.&H.R.	85%	8936	83%	8614	851/4	87	85%	6634	83	85%	80%	84
Harlem	105	107	105	105	101	105	10436	105%	102	104	100	102 X
Erie	45%	461/4	45%	4614	4614	47	4534	46%	45	45	41%	45
do pref:	65	65			65	65	*65		*65%		61%	64%
Desc Shore	601/2	6514	60	631/4	6234	6116	661/2	643%	60 1/2	63	58	6136
Wabash	371/2	4:36	16%	3814	38	39%	38	39%	361/2	3814	33	37
Northwest	33	36 %	82 %	34%	351/2	3:1%	35	363/2	33	35	311/4	3314
do pref.	*623/2	641/2	60	61	61	621/2	61%	61%	59	60	54	55 871/2
Rock Island	871/2	91%	861/4	88%	88	891/2	88	89%	861/2	881/4	841/4	0672
St. Paul	25	29 16	26	263/	27	28%	251/2	28	23%	26	221/4	241/4
do pret	58	531/4	50	50	5014	51	48	50	46	48%	94	14
At.& Pac., pref.	1214	13	*	12%		4111	****	0414	001.	23%	22	23
Ohio & Mass	221/4	2436	221/4	23%	281/2	24%	2314	2414	*86	88	86	86
Central of N.J.	851/2	581/2	86	87%	*86	87	*861/	04	*11/2	1%	114	11%
Bost., H.& Effe	1%	1.26	11/2	11/2	11/2	1%	11/2	2517		8514	50	831/2
Del:, L. & West	86	88	94	85%	81%	85	85½ 20	851/2	84%	20	16	17
Han. & St. Jos.	20	20	*19	21	21	21		20%	4 13	28		
do pref.	25	26	25	25	27	27	1614	1756	16	16%	1514	16%
Union Pacific	16%	17%	16%	17	17	17%	19	1932	18	1914	161/2	1856
Col. Chic.& I.C.	181/4	201/4	1816	19	19 85	201/8 85	*84		*84	89	80	82%
Panama	.81%	90	*82	85	52	5436	5216	54%	49	52%	45%	50
West, Un. Tel.	511/4	5714	50%	52%	34		20	20	*15	201/2	/-	
Quicksilver	•20	****	****	***	*****	30	40			30		28
do pref.	3034	3256	30	3114	9034	31%	29%	311/4	261/2	30	26	28
Pacific Mall	*801%	8114		80	*75		*771/2	81	78	79	*7836	
Adams Exp	*5136	58	*52	53	*	53	*50	51	*49%		•49	
American Ex United States	x5816		5134	511/4	451	5216	5134	51%	*51	5234	4714	50
Wells, Fargo	*183	61	01.74	01/3	60	60	•58	61			*51	58
Canton.	453	70	*45	65	55	57	58	53	*48	60		
Cons. Coal	428	423K	42	42	41%	4236	42	42	39%	3+%	38	39%
Maryland Coal.	*14	17		20	*11		*10%	15	10	15	*10	16
maryianu Coai.	**			~~	-							

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ency. 16,110 91,896 45,681 45,681 38,287,735 50,7735 and eek. ter's tices tive nigh and the for are

November 1, 18	378 ]		TH	E CH	RONICLE			•	59
The entire range from	Jan. 1, 187	72, to this	date was as	follows	QUOTATIONS IN BOST	ron,	PIII	LADELPHIA, BALTIMORE	, &
L	Jan. 1 to date	ighest. I	-Whole year Lowest. I	Highest.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid
N, Y. Cen. & Hud. R. 80%  Salariem	Oct. 31 106% Sept. 19 140	Apr. 1 1073	Nov. 11 101; Feb. 12 130 Feb. 5 75;	Apr. 25	DARTAN	-		Pennsylva.,gen.m. conv, 1910	
do pref	Oct. 20 6934	Feb. 4 60	Mch. 2 87	May 20	BOSTON.	003		remayiva.gen. m. conv. 1930 do do reg. Perkiomen lst m. 6s, '97. Phila. & Erle lst m. 6s, '81. do 2d m. 7s, '88. Philadelphia & Reading 6s, '80 do do s, '93 do deb. bonds, '93 do gm 7s, c 1931	
Wabash 323	Oct. 15 97%	Jan. 2 64	Nov. 11 80	Apr. 4	Maine 6s. New Hampshire, 6s. Vermont 6s. Massachusetts 6s, Currency. do 5s, Gold, 1876. Boston 6s.	9636		do 2d m. 7s. '88 Philadelphia & Reading 6s. '80	81
do pref 54	Oct. 31 94	Feb. 3 83	% Nov. 11 102	Nov. 25	Massachusetts 6s, Currency		12	do do 78, '98 do deb. bonds, '98	
Rock Island 80%	Oct. 14 117% Oct. 31 624	Apr. 21 51	Nov. 11 118 Nov. 11 64	% Apr. 2	Boston 6s		140	do g. m. 7s, c. 1911 do do reg	95
do pref 44	Oct. 31 79% Oct. 25 38%	Jan. 24 72	Nov. 11 83	Jan. 20	do 5s, gold		97	Phil., Wilm. & Bal., 68, '84	61
Ohio & Mississippi 21 A	Oct. 14 49% Oct. 31 106%	Jan. 24 40 June 7 98	Nov. 11 51 Oct. 4 113	% Apr. 1 % Jan. 15	do 5s, Gold.  do 5s, gold.  Chicago Sewerage Is.  do Municipal 7s.  Portland 6s, building loan.  Bortland 6s, building loan.  Cheshiron 6 Mo. L. G., T.  Cheshiron 7 Mo. L. G., T.  Cheshiron 7 Mo. L. G., T.  Cheshiron 8 Mo. L. G., T.  Cheshiron 8 Mo. L. G., T.  Cheshiron 8 Mo. L. G., T.  Cheshiron 9 Mo. L. G., T.  Che			do g.m. 7s, c. 1911 do g.m. 7s, c. 1911 do do reg. Phil. Wilm. & Bal., 6s, 7s, 19.0. Pitts., Cin. & St. Louis 7s. Sunbury & Evil est m. 7s, 177. Sunbury & Lewiston 1s	01
Boston, Hartf. & Erie. 11/2	Oct. 21 1034 Oct. 15 106	Feb. 3 3;	Jan. 2 11 Dec. 13 112	% May 18 % Mch. 16	Cheshire, 6.	94		Sunbury & Erie 1st m . 8.  Sunbury & Lewiston 8.  Warren & F. 1st m . 8.  Warren & F. 1st m . 8.  Warren & F. 1st m . 8.  Wast Chester cons 8.  do do 1st m. 6s 96.  do do 7s 97.  Western Penn. 6s 98.  do do 6s. p. b 9  do 2d Mort. 198.  do 2d Mort. 198.  CANAL BOODS.  Chesapeake & Dela. 6s. 78.  Lehigh Navigation 6s. 78.  Lehigh Navigation 6s. 78.  do conv 78.	60
Hannibal & St. Jo 16	Oct. 31 52%	Feb. 7 28	Nov. 11 59 Sep. 18 71	% Jan. 17	Hartford & Erie, 1st M (new)?	21	21%	West Jersey 6s, '83	80
pel, Lack. & Western. 80 Alannibal & St. Jo	Oct. 31 39%	Jan. 4 28	Jan. 5 42	Apr. 1	Ogdensburg & Lake Ch. Ss. Old Col. & Newport Bds, 6, "76 do do Bonds, 7, 1577. Rutland, new, 7 Stansted & Chambly 7s. Verm't Cen, ist M., cons., 7, '84 do 2d Mort., 7, 1891.	100		do do 78, '97 Western Penn. 68, '93	98
2011	A-4 48 400	T 0 80	Jan. 2 148	34 Oct. 26	Rutland, new, 7		75 70	do do 6s. p. b., '9' Wilming. & Read., 1st M., 7, 190	90
Anama  Vest. Un. Telegraph.  15  16  17  18  18  18  18  18  18  18  18  18	Sept. 30 46%	Jan. 2 25	Jan. 13 49	Dec. 6	Verm't Cen., 1st M., cons., 7, '80 do 2d Mort., 7, 1891	2%	6	CANAL BONDS.	82
Pacific Maii 25	Oct. 24 57 Oct. 15 76%	Feb. 7 58	5% Jan. 2 103	1 Oct. 22	Vermont & Can., new, 8 Vermont & Mass., 1st M. 6, '83	1491	149	Delaware Division 6s, 78	186
dams Express 78 merican Express 52	Oct. 15 100% Oct. 3 70%	Jan. 29 88	% Jan. 2 103 % Sep. 18 99 Jan. 6 80	% May 20	Vermont & Can., new, 8 Vermont & Mass., 1st M. 6, '83 Boston & Albany stock. Boston & Lowell stock. Boston & Maine.		103%	do RR, '97	813
Inited States Express. 44% Vells, Fargo & Co 56	Oct. 15 82 Sept. 30 86	Jan. 6 60 Jan. 29 56	36 Jan. 11 88	May 21	Boston & Maine Boston & Providence Cheshire preferred	147	14772	do conv., '82.	
Anton	Oct. 28 110 Oct. 31 584	May 8 76	Jan. 6 107	Oct.	Chic., Bur. & Quincy Cin., Sandusky & Clev. stock.	\$514 8	83	do gold, '97 Morris, 1st M., 6, 1876	80
Iaryland Coal 15	Sept. 30 28	Mch. 17			Conpostiont Pivor	125	85	do 2d M., 1876 do boat, '85	
The transactions for		t the Custo	om House a	and Sub	Connecticut & Passumpsic, pf Eastern (Mass.)	13	85 90½	Schuylkill Nav. 1st m. 6s, '72	15
reasury have been as f								do conv. '82 do conv. '82 do conv. '82 do conv. '82 do conv. '83 do	68 65
Custom —— House ——	Receipts.	-Sub-Treas		ta	Fitchburg. Manchester & Lawrence Northern of New Hampshire.	100%	101	do 68, boat, 88	75
		urrency.		Currency.				Susquehanna 6s, '94	1:
ct. 25 \$300,000 \$1,	258,203 76 \$3 655,191 53	372,731 30 \$1, 586,105 47 1,	115,183 55 \$	287,385 41 409,230 51	Ogdens. & L. Champlaindo do pref Old Colony	10734	103	do Coal Co. bonds. Union ist mort. 6s, '83. Wyoming Vailey 1st m. 6s, '78.	
* 28 293,000 1.	124,795 60 8	358,439 03 2,	,621,567 09	501,517 01	do preferred		43	BALTIMORE.	
1 30 209,000	778,055 00 5	591,124 41	628,046 55	250,993 65 220,277 01	Vermont & Canada Vermont & Massachusetts		60 80	BALTIMORE.  Maryland 6s, Jan., A., J. & O., do 6s, Detence	10134
" 31 269,000 1,	589,517 26 5	511,583 79	623,751 22	551,593 83	PHILADELPHIA.			Baltimore 6s of '75	915
Total \$1,495,000	,					100		Baltimore 6s of 75. do 1884 do 6s, 1900 do 1890 Park 6s. Baltimore & Ohlo 6s of 75 do do 6s of 89 do do 6s of 89 do 3d M. 6s Central Ohlo, 1st M., 6	031
lance, Oct. 21 \$19 634					do 68, 67, 5-10, 1st	100	100%	do do 68 of '89	92%
alance, Oct. 31 \$48,958					Pennsylvania 5s, coup  do 6s, '67, 5-10, 1st do do 10-15, 2d do do 15-25, 3d Philadelphia 6s, old do 6s, new Alleghany County, 5s, coup	96	96	do Sd M. 68	80
Boston Banks Be					do 68, new	10136	1911/4	Marietta & Cin., 1st M., 7, 1891. do do 2d M., 7, 1896.	96
ational Banks, as retur	ned to the	Clearing	House on	Monday,	Pittsburg 58.	72	97	do Gold M. 68 Central Ohlo, 1st M., 6 3d M. 68 Central Ohlo, 1st M., 6, 1881. do do do 2d M., 7, 1894. Northern Cent., 1st M. (guar) 6 do do 3d M., S. F., 4, 86. do do 3d M., S. F., 6, 1900 do do 3d M. (Y. & C) 6, 77 do do do 3d M. (Y. & C) 6, 77 tts. & Good lat M., 6, 188 West Md., 1st M., endorsed, 6, 90 do 1st M., unend. 6, 90, do 2d M., endorsed, endorsed, endorsed, endorsed, endorsed, endorsed, endorsed, endorsed, end	
et. 27, 1873:							101	do do 2d M., S. F., 6, '85. do 3d M., S. F., 6, 1900	::::
Sanks. Capital	\$1,669,000	\$50,300 \$124.	Notes. Deposit ,300 \$472,000		do 7s New Jersey State 6s, Exempte Delaware State 6s	101		do do Cons. (gold) 6, 1900	81
das 1,500,000	3,426,000	55,000 149 28,400 305	.000 1.05; 400 .000 1,487,200	787,000 796,500				do do 1st M., 6, 1889	84
ston 1,000,000	2.286 000	10,000 81,	,000 739,000 ,000 <b>64</b> 3,300	599,200 453,200	Camden & Atlantic	34	38 13½	do 1st M., unend 6, '90 do 2d M., endorsed, 6, '90	
0adway	485,000 2,411,000	6.500 236.	.000 228,000 .4(0 523,590	796,000	Catawissa	87%	40		
lot	2,123,100 2,652,000 672,000	17,000 121, 10,000 123, 4,200 62,	,100 553,000 ,000 765,000 ,000 873,000	000,000	Elmira & Williamsport pref.	30		Parkersburg Branch Central Ohiodo preferred	31
1,000,000   1,00	2,918,300 1,581,000	29.000 114	200 <b>1,</b> 179,600 ,000 <b>4</b> 41,000	56:.000	Rast Pennsylvania. Harrisb'g, Lancaster & C. Huntington & Broad Top. do do pref. Little Schuylkill.	7	16	CINCINNATI.	1
milton 750,000	1,537,000	4,000 64,	,300 879,200 ,300 730,000	356.500	Lehigh Valley do pref.	13 54% 43%	54%	Cincinnati 58	82 98
rket 800,000	1,586,000	3:,000 23:, 19,000 90.	,000 685,200 300 544,000	0 446,000 352,400	Minehill Valley	49% 48	49%	Ham. Co., Ohio 6 p. c. long bds.	90
Veriek 400 000	2,157,400 1,174,800	9,200 59, 17,000 75,	0.00 927,406	412,300 245,500	Minehill Nesquehoning Valley Norristown Northern Central	82 25	63	do do lg bds, 7 & 7.30.	100
ount Vernon 200,000	612,000	381,400 649.	.000 2,013,000	1,589,000	Northern Central. North Plansylvania. Oil Creas & Allegheny River. Penns svania.	15	49 17	do 68. do 7-898long bds. do do 7-9.c. long bds. do do 7-9.c. l. 10-5.yrs. do do lg bds. 7-8.789. Covington & Cin. Bridge Cin. Ham. & D. 1st M. 7, 80 do do 3d M. 8, 77. do do 3d M. 8, 77. Cin. Ham. & Ind. 7s guar	963 93 98
w England 1,000,000 orth 1,000;000 d Boston 900,000	2,535,000 2,921,000 1,933,200	34,000 151, 50,100 107,	,000 1,030.200 ,100 1,038,000	786,200	Philadelphia & Erie	1 12	15%	Cin Ham.& Ind.7s guar	98 86
0e & Leather. 1,000,000	2,611,000 2,873,000	118,200 241. 8,300 109.	,000 995,300 ,000 764,000	599,000	Philadelphia & Reading	. 50%	511/4	do do 2d M., 7, 1877	87 84
folk 1,500,000	3,492,000 3,062,300	7,000 166, 30,000 255,	,000 1,082,000 ,000 1,000,000 ,000 860,000	986,000	Philadelphia & Trenton Phila., Wilming. & Baltimore. United N. J. Companies	1:3		Dayton & Mich., 1st M., 7, '90	95
emont 9 000,000	3,354,300	28,000 76, 45,000 215,	.000 687,000	178.000	West Chester	1::::		do do 3d M., 7, '88	90 87
rst	1,893,206 3,744,000	7,000 103, 18,400 430,	.000 510,800 .000 1,136,000	0 594,200 707,000		1		Dayton & West., 1st M., 7, 1905.	88
ECG	1,321,000	261.000 834, 30,000 85,	.000 <b>2,076,800</b>	0 771.000 0 178.400	CANAL STOCKS. Chesapeake & Delaware Delaware Division		40 45	Ind., Cin. & Laf., 1st M., 7 do (I. & C.) 1st M., 7, 1888	783 88
	5,053,200 1,943,406	2,200 475, 2,000 174	.000 1,962,000 .000 346,500	0 797,000 595,000	Lehigh Navigation	25/5	48	do do 3d M., 8, 77. Cin., Ham. & Ind.7s guar Cin. & Indiana, 1st M., 7. do do 2d M., 7, 1877. Colum., & Xenta, 1st M., 7, 89. do do 2d M., 7, 1873. do do 2d M., 7, 88. do do do 2d M., 7, 88. do do do 2d M., 7, 88. Dayto & Vest., 1st M., 7, 89. Dayto & Vest., 1st M., 7, 89. Little Miami, 1st M., 6, 1985. Cin., Ham. & Dayton & Took Cin. Ham. & Dayton & Cock Columbus & Xenis stock Dayton & Wichigan stock	90
ok of Republic 1,500,000	4,656,000 3,037,100	52,000 134	.500 826,400 000 724,000	0 800,000	Morrisdo pref Schuylkill Navigation	5%	118 i1	Columbus & Xenia stock Dayton & Michigan stock	98
gle 1,000,000	2,02,000 1,808,000	23,300 201.	,000 457,300 ,200 6 6,000	456,000 0 843,200	do pret	10	11	do 8 p. c. st'k guar Little Miami stock	98
le & Leather 1,500,000	3,943,100 3,373,000 4,480,000	210,900 280 7,300 99.	.000 500 400	0 800.000	Alleghany Valley 7 3-10s, 1896.		89	LOUISVILLE.	
ion 200,000	\$80,000 2,646,000	1,000 81	.200 1,596,400 000 597,300	180,000	Union prei: Aliegnany Valley 7 8-18s, 1896. Belvivere Deliver 2 and 5, 7, 7, 7, 7, 7, 7, 7, 7, 7, 7, 7, 7, 7,	70	79	Louisville 6s, '82 to '87  do 6s, '97 to '98  do Water 6s, '87 to '89  do Water Stock 6s, '97.	30
bster 1,500,000	2,568,000	56,100 153, 50,000 132, 21,000 124,	.000 1,103,000	495.200	Camden & Amboy, 68, 75	90	94	do Water Stock 68, '97.	76 77
ntral	715,300 679,000	1,100 47.3 44,0	200 261,400	150,000	do do 68, 89	85 97	59 98	do special tax 6s of '89.	1.9
			_		consol., 6s, '94			do do 2d M., 7.	80
he total amount "due to oth	er Banks," as r	09,900 \$8,529, perstatement	of Oct. 27.1a f	\$26,099,300	do 2d m, 7s, '80 Catawissa, 1st M. conv., '82	80	100	do Water Stock 68, 77. do Wharf 68. do special tax 8s of 89, Jeff., Mad. & ListM. (L&M)7, 81 do do 2d M. 7,	79
					do chat m. do '88 do new 7s, 1900.  Connecting 6s 1900-1904.  Kast Penn. let mort. 7s, '88 El. & W'msport, 1st m, 7s. '80. do 65	85		Louis, & Fr'k., ist M., 6, 70-78. L. & Nash. ist M. (m.s.), 7, 70-78. do Lock [Load (m.s.), 7, 70-76. do Lock [Load (m.s.), 7, 70-76. do istM. (Leb.Dr. ex), 8, 98 do letM. (Mem. Br), 7, 70-78 do Lou. L'n(Leb.Dr. ex), 8, 98 do Consol. ist M., 7, 1898. Jefferson, Mad. & Ind. Louisv., Chi. & Lex., prof	98
	ie. \$362,000   D	eposits	Increas	se. \$253,500	Connecting 6s 1900-1904 East Penn. 1st mort. 7s, '88	85	07	do do (Leb. Br.) 6, '86	77
The deviations from la	se. 80,000   C	irculation	Increas	80. 9,200	do do 58	50	95 60	do lstM.(Leb.br.ex)7, '80-'85	95 91 813
The deviations from la	e. 677,400	series of w	eeks past:		H. & B. T. 1st mort. 78, 90		100	do Consol. 1st M., 7, 1898	317
The deviations from 1s  ans	totals for a		Deposits. Ci		do 3d m. cons. 7s, '95.	31	62	Louisy., Cin. & Lex., pref	65
The deviations from 1s  ans	totals for a Specie. Le			25,538,100	do 2d do 1900 Lehigh Valley, 6s, 1898	90		Louisville & Nashville	43
The deviations from 1s  ans. Increased Increased Increase The following are the  Date. Loans. by 28. 126,620,900	Specie. Le 1,303,000 1,306,600	11,085,900	50,199,800 50,972,800	25,550,000	do do men	1003	96	ST. LOUIS.	*82
The deviations from 1s  ans. Increase  Increas	totals for a Specie. Le 1,803:000 1,866,600 1,342,400 1,160,200	11,085,900 20,956,600 10,788,100 16,780,600	50,972,900 48,938,100 48,439,500	25,475,100 25,437,400	do do new 7s, reg., 1910	1 .0078	101		
The deviations from 1s ans. Increas cite Increas cal Tenders Increas The following are the Loans. by 28 108,647,600 c. 4 283,647,600 c. 4 283,647,600 c. 5 128,467,600 c. 5 128,467,600 c. 5 128,467,600 c. 5 128,477,600	totals for a Specie. Le 1,893.000 1,366,600 1,343,440 1,160,200 1,043,800 1,121,500	11,085,900 20,956,600 10,383,100 16,390,600 10,071,900 10,733,200	50,972,800 48,958,100 48,439,500 48,202,400 48,712,500	25,475,100 25,457,400 25,451,400	do do new 7s, reg., 1910 Little Schuylkill. 1st M., 7, 1872 Northern Central 2d m, 6s, '85.		101	do 6s, Short do	85
The deviations from 1s ans. Increas Side Increas Fall Feders Increas The following are the Date. Loans. 19 23 108,647,000 15. 128,647,000 15. 128,647,000 15. 128,47,500 15. 128,47,500 15. 128,47,500	specie. Le 1,383,000 1,366,600 1,343,440 1,160,200 1,042,800 1,21,500 1,006,300 1,388,500	11,085,900 10,995,600 10,385,100 10,380,000 10,071,900 10,733,200 10,071,300 9,016,200	50,972,800 48,958,100 48,439,500 48,202,400 48,712,500	25,475,100 25,457,400 25,451,400 25,400,000 25,844,500 25,611,800	do do new 7s, reg., 1910 Little Schuylkill. 1st M., 7, 1873 Northern Central 2d m, 6s, '85 do do 2d m, g, 6s, 1900 do do 2d m, 6s, 1900	81	89 85 ×	do 68, Short do do Water 68 gold do do do (new)	*85
The deviations from 1s  ans. Increase  Increase Increase  The following are the  Date. Loans.  1y 23. 128,647,600  18. 4. 283,647,400  18. 5. 128,447,500  18. 5. 128,447,500  18. 5. 128,447,500  18. 6. 128,447,500  18. 7. 128,447,500  18. 8. 128,447,500  18. 128,447,500  18. 128,447,500  18. 128,447,500  18. 128,447,500  18. 128,447,500  18. 128,447,500  18. 128,447,500  18. 128,447,500  18. 128,447,500  18. 128,447,500  18. 128,447,500  18. 128,447,500  18. 128,447,500  18. 128,447,500  18. 128,447,500	Specie. Le 1,893,000 1,366,600 1,342,440 1,160,200 1,042,800 1,221,800 1,002,800 1,002,800 1,885,500 1,893,800 1,893,800 1,893,800	11,085,900 10,955,600 10,388,100 10,380,000 10,071,900 10,071,900 10,071,900 9,016,200 9,016,200 8,418,000	50,972,900 48,958,100 48,499,500 48,722,400 48,712,500 48,169,300 48,938,300 41,384,300 40,965,600	25,475,100 25,457,400 25,451,400 25,450,00 25,844,500 25,611,800	do do new 78, reg., 1916 Little Schnylkil 1, 1st M., 7, 1872 Northern Central 2d m, 68, '85 do do 2d m, g, 68, 1900 do do 2d m. 68, 1900 North Penn. 1st m, 68, '85	81 98 99	89 85 × 99 ×	do 68, Short do	85
The deviations from 1s  ans. Increase  Increase Increase  The following are the  Date. Loans.  1y 23. 128,647,600  18. 4. 283,647,400  18. 5. 128,447,500  18. 5. 128,447,500  18. 5. 128,447,500  18. 6. 128,447,500  18. 7. 128,447,500  18. 8. 128,447,500  18. 128,447,500  18. 128,447,500  18. 128,447,500  18. 128,447,500  18. 128,447,500  18. 128,447,500  18. 128,447,500  18. 128,447,500  18. 128,447,500  18. 128,447,500  18. 128,447,500  18. 128,447,500  18. 128,447,500  18. 128,447,500  18. 128,447,500	totals for a  Specie. Le 1,493,000 1,366,00 1,366,00 1,442,40 1,462,300 1,012,500 1,012,500 1,012,500 1,012,500 1,012,500 1,012,500 1,012,000 1,012,000 1,012,000 1,012,000 1,012,000 1,012,000 1,012,000	11,085,900 10,955,600 10,388,100 10,380,000 10,071,900 10,071,900 10,071,900 9,016,200 9,016,200 8,418,000	50,972,900 48,958,100 48,499,500 48,722,400 48,712,500 48,169,300 48,938,300 41,384,300 40,965,600	25,475,100 25,457,400 25,451,400 25,450,00 25,844,500 25,611,800	do do new 1s. reg. tibl Little Scharjkill, lat M., 7, 1972 Northern Central 2d m, 8s, %5 do do 2d m, g. 8s, 100, North Penn. lat m, 8s, %5, 60, do 2d m, 7s, 7, 1972 do 2d m, 7s, 7s, 100, 100, 100, 100, 100, 100, 100, 10	81 98 99 10234 60 68	89 85 × 99 ×	do 68, Short do do Water 68 gold. do Water 68 gold. do Park 68 gold. do Park 68 gold. do Sewer SheotarTax 68 North Missouri, 164 M. 78. do Sil M. 78.	84 50 934
The deviations from 1s ans. Increas cite Increas cal Tenders Increas The following are the Loans. by 28 108,647,600 c. 4 283,647,600 c. 4 283,647,600 c. 5 128,467,600 c. 5 128,467,600 c. 5 128,467,600 c. 5 128,477,600	totals for a  Specie. Le 1,803,000 1,306,600 1,342,470 1,160,200 1,022,800 1,121,500 1,026,300 1,805,500 1,805,500 1,805,500 1,805,500 1,805,500	11,085,900 10,995,600 10,385,100 10,380,000 10,071,900 10,733,200 10,071,300 9,016,200	50,972,800 48,958,100 48,439,500 48,202,400 48,712,500	25,475,100 25,457,400 25,451,400 25,400,000 25,844,500 25,611,800	do 3d m. cons. 1s, 95-5  Junction list mort. 6s, 85.  do 2d do 1900.  Lehigh Valley, 6s, 1898.  do do rew 1s, reg., 1911.  Little Schuylkill, 1st M., 7, 1872.  Northern Central 2d m, 6s, 78.  do do 2d m, 6s, 85.  do do 2d m, 6s, 1900.  North Penn. 1st m, 6s, 78.  do 2d m, 7s, 1872.  OH Cacek & Af. K., con. 7s, 7s.  Penn & N, Y, Canal 1s, 96-190.  do 2d M, 6, 1873.	81 98 99 10234 60 68	89 85 × 99 × 71 96 × 98	ST. LOUIS. St Louis 6s, Long Bonds	84 50 934 75

# QUOTATIONS OF STOCKS AND BONDS IN NEW YORK.

Government Bonds and active Railroad Stocks are quoted on a previous page and not repeated here. Prices represent the per cent value, whatever the par may be. "N. Y. Local Securities" are quoted in a separate list.

	8.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask		Bid.
U. S. Bon	ds.			Erie 7s, 5th mortgag 1888 do 7s, cons. mort. gold bds	90		Bur. & Mo. River 4th S., do 8s do do 5th S., do 8s	::::		Houston & Gt. N. lat m. gl. 17s Internst'l RR. Tex. lat m. gld 7s Ind., B. & W. Ext., lat m. gld 7s Tol., Wab. & W. mort. gld. 7s. Texas & Pacific 6s. g. St. Louis & S. E. RR. con. m. Portland & Og. (Vt. div.) 6s g.	
(Quoted previ				Erie 78, 5th mortgag 1882.  do 78, cons. mort, gold bds  Long Dock Bonds.  Buff. N. Y. & E. 1st M., 1877.  Hud. R. 78, 2d M. S. F. 1885.  do 78, 8d Mort, 1875.  Harlem, Con. M. & S'kg F'd 6s  Albany & Susqh'a, 1st bonds  do do 2d do	90%	::::	do do 5th S., do 8s do do 6th S., do 8s do do Creston Branch do do Chariton Branch	****	::::	Tol., Wab. & W. mort. gld. 78.	8
State Bon			-	do 78, 8d Mort., 1875			do do Chariton Branch Bur, C. R. & Mo. (M. div.)g. is Burl. & M. (in Neb.) lst conv. California & Oregon 6s, sold. California Pac. Rk. 7s, gdd Canada Southern 1st 7s, gdd Central Pac. 7s, gold.conv Central of Iowa, ist M. 7s gld Reckuk & St. Paul 8s.		60	St. Louis & S. E. RR. con. m	
do do new			70	Albany & Susqh'a, 1st bonds .	88		California & Oregon 6s, gold	****	75 88	Tornand & Og. (vt. div.) 68 g.	****
rginia 6s, old do do new bor do do consol.	nds	::::	47%	do do 2d do			do 68, 2d M., gld		60	Southern Securities.	
do do deferred	d do	7	9	do do 3d d' Mich. Cent., ist M. 8s, 1882 Consol. is, 1992 Chic., Bur. & Q. S. p. c., 1st M. Mich. So. 7 perct. 2d Mort Mich. So. & N. S. F. 7p. c Cieve. & Tol. Sinking Fund. Cieve. Fylle & do new bds. Detroit. Morroe & Tol. bonds.	165		Central Pac. 7s, gold, conv Central of Iowa, ist M. 7's gld.	:	90 60	CITIES.	
orgia 08	************	****		Mich. So. 7 per ct. 2d Mort Mich. S. & N 1. S. F. 7 p. c	:::.	93	do 2d M, 7's, gld Keokuk & St. Paul, 8s		95	Atlanta, Ga., 7s	
78, endorsed 78, endorsed 78, Gold 78, Gold 78, Gold 80 do to N. C.	old		27	Cleve. & Tol. Sinking Fund Cleve. & Tol., new bonds		991/2	Carthage & Bur. 8s. Dixon, Peoria & Han., 8s. Dixon, Peoria & Han., 8s. Quincy & Warsaw, 8s. Uli, Grand Trunk. Chic., Dub. & Minn., 8s. Chicago & Jowa R. 3's American Central 8s.		95 95	do 8s Augusta, Ga., 7s, bonds Charleston stock 6s	
do do to N.C.	R. R. coup	25		Cleve., P'ville & Ash., old bds. do new bds.	:::.	98	Quincy & Warsaw, 88	::::	***	Charleston stock 6s	
io do Funding	ex coup g Act, 1866.			do do new bds. Detroit, Monroe & Tol bonds. Buffalo & Erle, new bonds Lake Shore Div. bonds Lake Shore con, coup. bonds. do Con. reg. bonds., Pacific R. 7s, guart'd by Mo Central Pacific gold Bonds. do State Ald bds. Western Pacific bolds.	*	97 94	Ill. Grand Trunk		50	Columbus, Ga., 7s, bonds	
o do new bor	nds Tax			Lake Shore Con. coup. bonds.		85	Peoria & Hannibal R. 8's. 55 Chicago & Iowa R. 8's	****		Lynchburg 6s Macon 7s, bonds Memphis old bonds, 6s do new bonds, 6s do end., M. & C. R.R	
uth Carolina 68	& July	23	ii	do Con. reg. bonds Pacific R. 7s, guart'd by Mo		92	Chi. & Southwestern RR. 7's	90		do new bonds, 6s	
		1		do State Aid bds.	85	85 100			50 75	Mobile 58	
do Land C,	g Act, 1866 1889, J & J 1899, A & O			Western Pacific bonds.  Union Pacific ist M'ge Bonds.  do Land Grant, 's.  do Lincome 103s  lilinois Central 7 p. ct., 1875  Bellev'le & S. Ills. R. 1st M. S's.	70		do do 2d mort gold 78 Col. & Hock. V. 1st 7s, 30 yrs do do 1st 7s, 10 yrs do do 2d 7s, 20 yrs Chic., Danv. & Vincen's 7s, gld	••••	90	do 8s	
0 40 48	01 1020.		25 85%	do Land Grant, 7s	35	58 39	do do 2d 7s, 20 yrs Chic., Dany. & Vincen's 7s, gld	****	80	do 6s, new	
d Han. & S	t. Joseph. bonds			Illinois Central 7 p. ct., 1875 Bellev'le & S.Ills. R. 1st M. 8's.	100	91	Chic. & Can. Sorth. 1st m gl 78 Ch., D. & V., I. div., 1m gld 78 Cleve., Mt. V. & Del. 78, gold. Connecticut Valley 78, gold Connecticut Western 1st 78	****	60 70	New Orieans 5s	
do do new bo	onda		48	Alton & T. H., 1st M			Cleve., Mt. V. & Del. 7s, gold.		96	do do tornilronde fa	
do do new flor do 7s, Peniter	ating debt.			do do 2d M. income Chic. & N. Western S. Fund do do Int. Bonds	88	73	Connecticut Western ist 7s	****	82	Norfolk 68	
do 68, levee b	onds			do do Int. Bonds	80	::::	Chic. & Mich. Lake Shore 8s Des Moines Valley 1st 8s do do Land Grant 8s	***	:5		
do 8s do	1875			do do Consol, bds do do Extn. Bds do do 1st Mort	87	91	do do Land Grant 8s Dan., Urb., Bl. & P. 1st m 7 gld Detroit, Hillsdale & In. RR. 8's		90	Savannah 7s, old	
lifornia 7s	honds			do do coup gld bds			Dutchess & Columbia (8		85	do do 8s gold	1
do 7s, large in necticut 6s	***********	100	::::	lowa Midland, 1st mort., 8s dao. & St. Jo. Land Grants do do convertible Dol., Lack. & Western, 1st M. do do 2d M.	:::.		Denver Pacific 7s, gold Denver & Rio Grande 7s, gold Detroit, Lansing & Lake M. 8s			PATTROLING	1
chame to 1999				do do convertible	9836	102	Evansville & Crawfordsv. 78	77	88	RAILROADS.	
do 8s, 1886	Pagna D			de do 2d M	97	98	do 2d 78			Ala. & Chatt., 1st, M, 8s, end Ala. & Tenn. R, 1st M., 7s do 2d M., 7s Atlantic & Gulf consol	1:::
do 8s Mont & do 8s Mab. &	Chat. R.		::::	do do 7s, conv. Tol. & Wab'h, 1st Mort. ext'd. do lst M. St L div.		78	do 2d 7s do 7s, equip Evansville, Hen. & Nashv. 7s Elizabethtown & Padu. 8s con		85	Atlantic & Gult consol	:::
kansas 6s, funded	d	::::		do 2d Mort do Equip. Bds	80		Evansville, T H & Chic 7s, gld European & North Am. 6s, gld			do do stock	***
do 78, Memph	nis & L. R.			do (ons. Convert.	****	75	Flint & Pere M. 7s, Land Gr.	81%		do do do guaran. Central Georgia, 1st M., 7s do do consol. M. 7s	: :::
do 8s \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	& R. Riv	: ::::		Hannibal & Naples 1st M Great Western, 1st M., 1888 do 2d M. 1898 Quincy & Tol., 1st M., 1890 Ill. & So. Iowa. 1st Mort (Aulens & Chicago Extended		79	Grand R. & Ind. 7s, gold guardo do 7s, plain. Grand River Valley 8s. Hous. & Tex. C. 1st gold 7s. Indianap., Bl. & W. 1st 7s, gld. do do 2d 8s.	95 85		do do stock	
as, 10s, of 1876	nt K	:::.	:::	Quincy & Tol., 1st M., 1890	1	89	Grand River Valley 8s		83	do do stock Charlotte Col. & A., last m., rs. do do stock Charleston & Svannah fs. end. Savannah and Char., last m., rs. Cheraw and Dailington rs East Tenn. & Georgia S. East Tenn. & Va. 6s. end. Tenn E. Tenn., Va & Ga., last M., rs. Georgia R. R., rs., colock Georgia R. R., rs., colock Greenville & Col. 7s. gnar.	1::
0 68, 1881		::::	1::::	Galena & Chicago Extended . do 2d Mort	98	99	Indianap., Bl. & W. ist 7s. gld.		90	Savannah and Char., 1st m., 7s.	:::
o 6s, 1886 atucky 6s				Chic. R. Island & Pacific	97%	98 104	indianap. & vincen. ist is, guar	80		East Tenn. & Georgia 6s	
atucky 6s	879		::::	Galena & Chicago Extended do Chic. R. Island & Pacific Morris & Essex, 1st Mcct do do 2d Mort Vew Jersey Contral, 1st M., n. do do 2d Mort New Jersey Southern 1st In 7s	931/4	10136	Iowa Falls & Sioux C. 1st 7s Indianapolis & St. Louis 7s		85 88	East Tenn. & Va. 6s end. Tenn E. Tenn., Va & Ga., 1st M., 7s	
do War Loan.		102		do do 2d Mort.	50		Indianapolis & St. Louis is Ind. & Ill. C 1st m gold 7s Jackson, Lansing & Sag. 8s Jack., N. W. & S. E. 1st m gl s7 Kansas Pac. is, Extension, gld		10	do do stock	
liana 5s		::::		Pitts., Ft. W. & Chic., 1st M	30		Kansas Pac. 7s, Extension, gld	****	90 81	do stock	
do 78, 1878 w York Bounty,		10214	103	do do 2d Mort. New Jersey Southern 1st m 7s Pitts., Ft. W. & Chic., 1st M do do 2d Mort. do do 3d Mort.	53	\$8	do 70 do nom ald		86	do do 7s, certif Macon & Brunswick end. 7s	
do do cou	1, 1873			do do 8 p. c. eq't bds Cleve. & Pitts, Consol, S. F'd. do do 3d Mort	90	941	do 68, g d, Jun & Dec do 68, do Feb & Aug		74	Macon & Western stock	
do 68, do do 68, do	1874 1875			do do 3d Mort	1	83	do 78, 1876, Land Gr. do 78, Leaven. Brch.	87	• • • • •	Macon and Augusta bonds do do endorsed do do stock	
do 68, do do 68, do	1877 1878			do do lst Mortgage	1	104	do Incomes, No. 11 do do No 16	25	22	Memphis & Charleston, 1st 7s do do 2d 7s	
do 58, do do 58, do	1874 1875			do do Income Ohio & Miss., consol. sink. f	93	94	do Stock	••••	9	do do sucele	1
do 6s, dogl	1d1837		:::.	do Consolidated		\$4 ×	Kal., Alleghan & G. R. 8s, guar	90		do do 66	:
Bailroad St	ocks.			Dub & Sioux C., 1st M do do 2d div	1::::	::::	Kansas City & Cameron 10s		95	Memphis & Ohio, 10s,do do do 6sdodo Hemphis & Little R. 1st M Mississippi Central, 1st m., 7s. do 2d m., 8s	.:
Not previously bany & Susquehar	quoted.)	-		Peninsula 1st Mort., conv. St. L. & Iron Mountain, 1st M.	83	90	L. Ont. Shore RR. 1st m. gld 7s	****	80		
icago & Alton	nna	60			72	74	do do 2d 78			do do consoid., 3  Montgomery & West P., 1st 8s., do do 1st end. do do Income Montgom & Eufanla 1st 8s. gld	
icago & Alton do do pr ic. Bur & Quincy ev., Col., Cin. & 1 eve. & Pittsburg.	у	::::		Mil. & St. Pau, 1st M. 8s P.D. do do do 78-10 do do do 7s gold R. D. do do 1st Mort. LaC.D		73	Leav Law. & Gal., stock		50	do do Income	
ve. & Pittshurg	guar			do do 1st Mort. LaC.D				****	00	Montgom & Eufaula 1st 8s, gld end. by State of Alabama	
an a strong of Br		1	75	do do let M I & M D		92	Louisiana & Mo. Riv. 1st m. 7s		98		
buque & Sioux C		1::::			80%	82 82	do do lst M., 10s Louisiana & Mo. Riv. 1st m. 7s Logans., Craw. & S. W. 8s, gld. Michigan Air Line, 8s	::::	87	Mobile & Mont., 8s gold, end Mobile & Ohio sterling	:::
nois Central				do do 18t M. I. & M. D. do do 1st M. I. & D. do do 1st M. H. & D.	79	82	do lst M., 10s Louisiana & Mo. Rlv. 1st m. 7s Logans., Craw. & S. W. 8s, gld. Michigan Air Line, 8s Monticello & P. Jervis 7s, gold Montclair 1st 7s, gold, guar		87 10	end. by State of Alabama Mobile & Mont 8s gold, end Mobile & Ohio sterling do do exctfs. do do 8s, interest	
nois Central				do do 18t M. I. & M. D. do do 18t M. I. & D. do do 18t M. I. & D. do do 18t M. H. & D. do do 18t M. H. & D. do do 18t M. O. & M. do do 2d M do	19	82	do lat M., 10s Louisiana & Mo. Riv. 1st m. 7s Logans., Craw. & S. W. 8s, gld. Michigan Air Line, 8s Monticello & P. Jervis 7s, gold Montclair 1st 7s, gold, guar do 7s, income Mo., Kan, & Texas 7s, gold		87	do do do excus. do do 8s, interest do do 2 mtg, 8s	
nois Central iet & Chicago ng Island urietta & Cin., 1st do do 2d; chigan Central	preferred	65	70	do do 181.M. J. & M. J. do do 1st M. J. & D. do do 1st M. H. & D. do do 1st M. C. & M. do do 2d M do do 2d M Marietta & Cin., 1st Mort Chic. & Milwaukee 1st Mort	87%	82	do do lst M., 10s Louisiana & Mo. Riv. 1st m. 7s Logans, Craw. & S. W. 8s, gld. Michigan Air Line, 8s Monticello & P. Jervis 7s, gold Montclair 1st 7s, gold, guar do 7s, income Mo. Kan. & Texas 1s, gold Mo. ki., Ft., S. & Gulf, stock do do ist.M., 10s		10	do do do ex ctrs. do do 8s, interest do do 2 mtg, 8s do do income do do stock N. Orleans & Jacks. 2d M. 8s.	
nois Central iet & Chicago ng Island rietta & Cin., 1st do do 2d ; chigan Central	preferred	65		do do 181.M. J. & M. J. do do 1st M. J. & D. do do 1st M. H. & D. do do 1st M. C. & M. do do 2d M do do 2d M Marietta & Cin., 1st Mort Chic. & Milwaukee 1st Mort	87%	82	do do lst M., 10s Louisiana & Mo. Riv. 1st m. 7s Logans, Craw. & S. W. 8s, gld. Michigan Air Line, 8s Monticello & P. Jervis 7s, gold Montclair 1st 7s, gold, guar do 7s, income Mo. Kan. & Texas 7s, gold Mo. R., Ft., S. & Gulf, stock do do ist. M. 10s do do d. M., 10s N. J. Midland 1st 7s, gold, guar		70 70 95	do do do ex ctrs. do do 8, interest. do do 2 mtg, 8s do do income N. Orleans & Jacks. 2d M. 8s. do do cort's, 8s. N. Orleans & Opelous, 1st M. 8s	
nois Central let & Chicago ng Island rietta & Cin., 1st do do 2d ; chigan Central rris & Essex	preferred	65	70 85	do do 181.M. J. & M. J. do do 1st M. J. & D. do do 1st M. H. & D. do do 1st M. C. & M. do do 2d M do do 2d M Marietta & Cin., 1st Mort Chic. & Milwaukee 1st Mort	87%	80	do Stock Relamazoo & Stock H. 8s, guar Ral., Alleghan & G. R. 8s, guar Ral., Alleghan & G. R. 8s, guar Ral., Alleghan & G. R. 8s, guar Ranc., 8t. Jo. & C. B. 8p, c. L. Ont. Shore RR, 1st m. gld ralake Sup. & Miss. ist 7s, gld. do 2d 7s. Leav. Atch. & N. W. 7s, guar. Leav Law. & Gal., stock. do do ist M., 10s. Louisiana & Mo. Riv. 1st m. 7s Monticello & F. Jervis 7s, gold. Michigan Air Line, 8s Monticello & F. Jervis 7s, gold. Mondolair ralake Sup. & Galf, stock. do do do 1st. M. 10s. Mo. Kan. & Texas 1s, gold. Mo. R., Ft., S. & Gulf, stock. do do 42 M., 10s J. Midland ist 7s, gold. guar. N. J. Midland ist 7s, gold. guar. N. J. & Cosw. Mid. ist 7s, gold. N. J. & Cosw. Mid. ist 7s, gold. Sup. 2 Graph 2 Gra		70 70 85 80 55 70	do do do ex cts. do do 8s, interest do do 2 mtg, 8s do do income do do stock N. Orleans & Jacks. 2d M. 8s. N. Orleans & Opelous, ist M. 8s Nashville & Chattanooga, 6s	
nois Central let & Chicago rietta & Cin., 1st do do 2d j chigan Central rris & Essex	preferred	65	70 85	do do Ist M. I. & D. J. do do Ist M. I. & D. J. do do Ist M. H. & D. J. do do Ist M. H. & D. J. do do Ist M. H. & C. M. do do Ist M. C. & M. do do 2d M. C. & M. do do 2d M. G. & M. Joite & Clin. Ist Mort Chic. & Milwaukee Ist Mort. Joite & Chicago, Ist Mort Col., Chic. & Ind. C., Ist Mort do do 2d Mort To., Feorle & Marsaw E. D.	87% 101	80 80 74 84 76	N V & Oaw Mid tat 7s gold		87 70 70 85 80 53 70 50	do do do exctis. do do 8s, interest do do 2 mtg, 8s do do income N Orleans & Jacks. 2d M. 8s. do do cert's, 8s. N Orleans & Opelous, 1st M. 8s Norfolk & Petersburg ist m., 8s do d	8
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NEW YORK LOCAL SECURITIES.

COMPANIES.

Adriatic.
Ætna.
American.
Arctic.
Arctic.
Atlantic.
Bowery.
Brewers' & M'lst'rs
Broadway.
Broadlyn.

Lampy Lambr.
Lambr.
Lambr.
Lenox Lenox Lenox Leno Sisland (Bkly.)
Lord Island (Bkly.)
Lord Island (Bkly.)
Lord Island (Bkly.)
Lord Island (Bkly.)
Manuf & Builders'
Manuf & Builders'
Methanics' (Bklyn)
Mechanics' (Bklyn)
Merhanics'
Metropolitan
Montauk (B'klyn)
Nassau (B'klyn)
Nassau (B'klyn)
Nassau (B'klyn)
National
N. Y. Equitable.
New York Fire.
N. Y. & John (B'klyn)
New York Fire.
N. Y. & John (B'klyn)
Relief.
Park
Peter Cooper.
People's
Phenix (B'klyn)
Relief.
Republic
Resolute.
Sateguard.
St. Nicholas
Standard
Star.
Sterling.

Standard
Star
Sterling
Sturyesant
Tradesmen's
United States
+Washington
Williamsburg City.

PRICE.

3.0

125

135

100 135

::0

90

150 100

125

90

55 95

180

160 128

PRICE

Bid. Ask.

108% 90 108% 108% 103 94% 100

108

75 125

120 

170 

Insurance Stock List.

(Quotations by E. S. BAILEY, broker, 65 Wall street.)

DIVIDENDS.

1869 1870 1871 1872 Last Paid. Bid. Askd

July, 73.34 July, 72... July, 73...7 July, 73...5 July, 73...5 July, 73...5 June, 73..10

Aug., '73.10 July, '73.10 July, '73.35 Aug., '73.7 July, '73.5 July, '73.5 July, '73.5 July, '73.5 July, '73.5

Oct., 73.10 July, 78.5 Aug., 73.5 July, 73.5 July, 73.5 Jan., 66.3 July, 73.5 Aug., 73.5

July, 73. 5
Sept. 73. 5
July, 73. 7
July, 73. 10

Bondsdue

1870-80 1875-79 1890 1893-90 1884-1911 1884-1990 1907-11 1874-95 1871-76 1901 1878-75 1879-75 1879-90 1901 1888-1990 1879-90 1901 1888-1901

1872-91 1885-91 1881-95 1872-95 1911 1915-24 1881-1902 various various

NET SUR PLUS, JAN. 1, 1873.\*

3,150 -16,557 88,323 27,845

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14,423 255,321 -39,659 184,271 200,088 -41,599 165,898 52,163 -30,712

-10,613 53,159

-895 10 849 11 -532 5 19,568 10 107,240 10 20,697 12 187,019 14

24,311 10

City Securities.

INTEREST

Months Payable.

July, do do do do do do do do

January & July.

do do do do do Jan., May, July & Nov.

\* Over all liabilities, including re-insurance, capital and profit scrip, † Gone into hands of receiver since Boston fire.

Before figures denotes impairment of capital.

Rate.

CAPITAL.

Par Amount

290,000
460,000
200,000
200,000
300,000
200,000
200,000
200,000
200,000
200,000
200,000
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November 1, 1873.]

COMPANIES.

Bank Stock List.

Marked thus (\*) are par Amount. Periods. 1871 | 1872 | Last Paid. Bid. Askd

J. & J. J. & J. J. & B. J. J. & B. J. & B. J. J. & B. J. J. & B. J. J. J. & B. J. & J. B. J. & B. J

J. & J. A. & O. M. & N. A. & O. J. & J. J. & J. J. & J. J. & J.

J. & J.
J. & J.
J. & J.
J. & J.
Q. E.
J. & J.

Gas and City R.R. Stocks and Bonds.

[Quotations by Charles Otis, 47 Exchange Place.]

DIVIDENDS.

6 8

10 16

12 10

a July 1, 33, 3

July 7, 3, 5, 5

Apr. 1, 72, 4

8 May, 73, 4

8 Apl. 10, 73, 1

10 July 1, 73, 5

5 May, 73, 3

5 May, 73, 3

5 May, 73, 3

5 July 1, 73, 5

5 July 1, 73, 5

6 July 1, 73, 5

7 July 1, 73, 5

12 July 1, 73, 5

12 July 1, 73, 5

7 July 1, 73, 5

7 July 1, 73, 5

7 July 1, 73, 5

8 Feb., 73, 4

July 1, 73, 5

9 Aug, 73, 3

10 July 1, 73, 5

10 July 1, 73, 5

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9 Aug, 73, 5

July 1, 73, 5

9 Aug, 73, 5

July 1, 73, 5

8 July 1, 73, 5

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8 July 1, 73, 6

CAPITAL.

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# Investments

# STATE, CITY AND CORPORATION FINANCES.

EXPLANATION OF STOCK AND BOND TABLES.

1. Prices of the most Active Stocks and Bonds are given in the "Bankers' Gazette," previously. Fall quotations of all other securities will be found on preceding pages.

2. Government Securities, with full information in regard to each issue, the periods of interest payment, size or denomination of bonds, and numerous other details, are given in the U. S. Debt statement published in The Chronicle on the first of each month.

3. Oity Bonds, and Bank, Insurance, City Railroad and Gas Stocks, with quotations, will usually be published the first three weeks of each month, on the page immediately preceding this.

4. The Complete Tables of State Securities, City Securities, and Railroad and Miscellaneous Stocks and Honds will be regularly published on the last Saturday in each month. The publication of these tables, occupying fourteen pages, requires the issue of a supplement, which is neatly stitched in with the usual edition and furnished to all regular subscribers of The Chronicle.

### INVESTMENTS TO-DAY-GOVERNMENT BONDS-RAILROAD STOCKS.

The general rules by which investors have been guided in their purchases of stocks and bonds, in our markets, for some years past, are for the moment reversed, or at least, materially changed from what they have been. At any time during the five years preceding the 18th of September last, a party having money to be carefully and profitably invested, would probably have been advised by most bankers to put it into railroad bonds either into one of the numerous issues offered by prominent and reliable banking houses, or into older bonds selling below par. Governments were too high, and stocks generally too much inflated, or too much the footballs of speculative cliques to invite purchasers for investment. To-day, the investment demand is probably divided between Governments, railroad stocks and old railroad bonds on roads which have been earning considerably more than the interest on their debt. As to Government Securities, their pre-eminent excellence of being available as a means of raising money in time of panic, either by sale or pledge as collateral for loans, has never been so conspicuously shown as dur. the late period; and as an attendant of this quality, they have maintained a steadiness in price not equalled by any other leading class of securities. Therefore, for the purposes of financial corporations, or of men engaged in active business, who are al ways liable to be affected by monetary disturbances, Government Bonds offer special inducements for purchase. Two points are to be remembered, however, in this connection, first, that in this panic there was no political disturbance and nothing, bear. ing directly upon the Government credit; secondly, that the Treasury purchased bonds to the extent of \$13,000,000 or upwards, and thus helped materially to maintain their prices. Under different circumstances the depression might have been much greater.

Railroad stocks are now so low in comparison with the range of their prices for some years past, that purchasers for investment are tempted to take them up, when before they were neglected as too much inflated. Omitting preferred and guaranteed stocks, we find that out of fourteen railroad stocks most largely dealt in at the Stock Exchange there are four only which have regularly paid dividends without intermission for some years past-viz.: the N. Y. Central & Hudson, Harlem, Lake Shore & Michigan Southern, and Chicago & Rock Island. Two others have paid most of the time, viz., the Central of N. J., and the Delaware, Lackawanna & Western. Panama has paid irregu larly.

New York Central & Hudson stock is the favorite, on account of the great prestige of its president, Mr. Vanderbilt, though little is known of its earnings or operations from month to month as no information is given to the public. In the last year reported, which terminated more than a year ago, Sept. 30, 1872 the company earned \$25,580,675 g ross, paid \$16,446,436 for operating expenses, &c., leaving \$9,134,239 net earnings. The operations of the company for the three years following its consolidation, 1869 to 1872 were given in our report published in the CHRONICLE as follows:

	1869-70.	1870-71.	1871-72.
Gross earnings	\$22,363,320	\$21,972,105	\$25,580,676
Operating expenses	14,068,079	13,711,288	16,416,436
Net earnings	8,295,241	8,260,817	9,134,240
Interest paid		721,808	1,030.372
Dividends paid		7,258,742	7,244,832
United States tax on earnings			
Lease and rents		60,000	146,799
Sinking fund		111,183	111,183
Credit balance*	*****	109,584	601,054

<sup>\*</sup> Nominal credit balance, but expended in construction.

What may have been the results of operations during the fiscal year just ended Sept. 30, 1873, it is impossible to find out until the company makes its official returns to the State En-

gineer, which will probably be in December; it may be assumed, however, that the year was fully equal to 1871-2. & Hudson is now laying two more tracks, and paying therefo by an increase of its debt of about \$25,000,000, the whole new mortgage being for \$40,000,000, but out of this about \$15,000.000 is to retire all the old debt. Looking forward then to the time when the new double track is completed, the company will have four tracks between Buffalo and New York, and an interest liability of about \$2,800,000 per year. As the net earnings on a double track have exceeded \$8,000,000 in each of the last three years, it may fairly be assumed that the net earnings will be sufficiently increased on four tracks to more than pay the additional interest charge from year to year. The presidency of Commodore Vanderbilt is generally considered an element of the utmost importance in estimating the value of Central and Hudson stock, and rumors of his death have more than once been circulated for the purpose of depressing the price, as the fact of his being well advanced in years gained a temporary credence for these rumors. The great points of Mr. Vanderbilt's management have been substantially three. First, An enormous economy in expenses. (It was reported when he first assumed control, that all the brass work on the locomotives was ordered to be painted black to save the cost of cleaning; perhaps this was a bit of satire, but it was accepted as a type of the management.) Secondly, The doubling or "watering" the capital by a stock distribution. Third, The adherence to the plan of improving and increasing the capacity of his main road without going into numerous extensions and leases of branch lines-a policy in strong contrast to that pursued on all the other three great trunk lines to the West. The Central & Hudson has leased the Harlem road with which it previously ran in close connection, but this is in no way analogous to the policy of extension in all directions pursued by other roads. Perhaps a fair estimate of the value of Central & Hudson securities would place the stock as worth 8 per cent per annum under Mr. Vanderbilt, and 7 per cent per annum under any good management, and the bonds as among the very best in the country. If this view is correct, the stock ought to be worth 100, and the bonds about 105 to 108 after they are all issued.

The Lake Shore and Michigan Southern Railroad, extending from Buffalo to Chicago, as a direct connecting line of the Central & Hudson, has now been under the presidency of Mr. Vanderbilt for several months, but the net results under his operation have not yet been made public. The road is most favorably located, and the amount of stock distributions made to stock holders of the original companies which composed the eastern section between Buffalo and Toledo, have hardly been exceeded, perhaps not equalled, by any other leading railroads in the United States. The stock of the company having been one of the most favorite speculative stocks of the street, is now under a cloud in consequence of the failure of Messrs. Geo. Bird Grinnell & Co. the firm of brokers who conducted the speculations of the great clique in this stock-the principal members of the clique, being members of the executive committee of the Lake Shore Company. The failure of the Union Trust Company, to which the Lake Shore owed over \$1,800,000, also complicated its affairs. Very large amounts of Lake Shore stock were pledged as collateral by Grinnell & Co., and are now tied up by the bankruptcy proceedings of that firm. In regard to the affairs of Geo. Bird Grinnell & Co., the Tribune had a statement this week which we condense as follows:

"We have here the example of a single firm carrying loans to an amount of more than twelve millions of dollars on hypothecation of 195,000 shares of stock and \$8,768,000 of bonds.

"Since the establishment of the Stock Exchange, we venture to say that no statement of such magnitude in assets and liabilities has ever been published in Wall street.

Con. Coal Co 300   Del., Lack & Western 218   Mil. & St. Paul 100
Del., Lack & Western 218   Mil. & St. Paul 100
Mill. to Du I mulitaria
Illinois Central 100
Western Union
Sleeping-car Co 107
St. Louis & Iron M. Co 300
Straw Sewing M. Co 1,700
Bridgeport St. Co 600
Gold & Stock Tel. Co 460
Total195,748
10
ds\$2,328,000

Lake Shore & Michigan Southern Donds	1 101 000
Chicago & Northwestern Consol, Gold Bonds	1,101,000
Mahoning Valley Coal Bonds	001,000
C. C. & Indiana Central Bonds	. 0,000
Union Pacific Income Bones	10,000
Foledo, Logansport & Burlington Bonds	5,000
Hannibal & Naples Bonds	5,000
United States 5-20s	

Total......\$3,768,000

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"The house must have made great efforts to sustain itself when the storm first struck the market, for nearly one-quarter of the whole amount was loaned to it after September 15, the loans extending up to October 1.

"The banks figure among the creditors to the amount of \$3,0.29,000, and are divided as follows:

arrange and a second	
Chemical National Bark, New York	.\$350,000
ar denal Commercial of Albany	DU03, 191913
n - Janey Bank of New York	2187,17187
Pacific Bank of New York	280 000
Merchants' National of New York	300,000
Corn Exchange of New York.	150,000
Corn Exchange of New 10rd	95,000
Importers' & Traders of New York.	20,000

Total. \$3,019,000
"The shrinkage on the securities enumerated has, of course, been immensebut the creditors are generally fairly secured, and a very moderate advance would clear them."

On account of these serious complications the future course of the price of Lake Shore stock is exceedingly uncertain, but as to the real ultimate value of the stock as based upon dividends which the road can earn, we may be able to make a more satisfactory estimate. The fiscal year of the company terminates Dec. 31, and in the CHRONICLE of May 10, 1873, page 616, we published a full review of the last report showing the following comparison

Gross earnings	1870. \$13,457,540	1871. \$14.797.975	1872. \$17,591,629
Operating expenses	8,368,821	9,779,807 5,018,168	11,839,526 5,752,103
Interest		\$1,825,708 133,800	\$1,906,003 133,800
Dividends	2,805,710	2,874,355 130,954	3,519,446 192,854

But since that we have obtained and published in the CHRONI-CLE of October 4, page 458, a later statement showing the opera. tions to June 30, 1873; this statement was from official returns of the company, and showed earnings and expenses, etc., for the first six months of the year 1873, compared with those for the corresponding six months of 1872 as follows:

	1873.		1872.
Freight	\$7,361,397	99	\$6,260,190 67
Passenger	2,017,042	36	1,814,199 05
Express	155,134		146,631 94
Mails	115,504		123,557 34
Miscellaneous	242,992	73	119,599 75
Total earnings Operating expenses and taxes (being 76:46		68	\$8,464,178 85
p. c. of earnings in 1873. against 66 96 p. c. in 1872)	7,563,955	43	5,669,064 18
Balance (nett earnings)	\$2,32°,117 2,005,335	25 60	\$2,795,114 67 *1,405,335 00
Remainder for interest, etc Semi-annual interest 3½ p. c. on bonds			\$1,359.759 67 925,155 00

This is a very remarkable statement in regard to the operating expenses of the six months, for on an increase of gross earnings of nearly \$1,500,000, the net earnings are about \$460,000 less than in the same six months of 1872, and as the above calculation shows, about \$700,000 short of enough to pay the semi-annual dividend. This remarkable statement can hardly be explained except upon the theory that new construction has been charged in operating expenses, or that the funds have been diverted to other purposes.

But this statement is not unfavorable to the future of Lake Shore, for it shows that the Company has earned \$9,892,073 in six months, which, at the rate of 65 per cent for operating expenses, would leave \$3,542,136 net earnings in the least favorable half of the year, or \$7,084,452 as the net earnings for the whole year. The total funded and floating debt, June 30, was about \$32,200,000, and allowing for an increase of \$800,000 since, it may now be \$33,000,000, on which the annual interest would be \$2,310,000, and deducted from net earnings as above would leave \$4,774,452 for an annual dividend on \$50,000,000 stock, or a little above 9 per cent per annum. This calculation is on the basis of an honest and efficient management, which it is certainly fair to presume that the road will now obtain under Mr. Vanderbilt. There are, however, two other points to be considered-First, that the road is laying a double track, and must borrow more money to complete it, but as to this it may be assumed that the increase of annual interest on new debt ought to be more than balanced by increased traffic with a double track. Secondly, The Canada Southern road will soon be opened from Toledo to Buffalo, and will be a strong competitor for freight In reply to this it may be said that the advantages possessed by the Lake Shore in having a through line to Chicago and close connections to New York over the Central, in having Mr. Vanderbilt's economy to reduce operating expenses, and presently the addition of a [double track, will prevent its traffic from being largely reduced. According to usual estimates of the value of stocks it would appear that 90 to 95 was a fair price for Lake Shore.

We shall touch hereafter upon the prices and values of some other stocks.

New York State Finances.—The sum of \$1,974,600, being a ortion of the canal debt, falls due on the 1st of November next. portion of the canal debt, falls due on the 1st of November next. Under direction of the State Legislature, the State officers advertised for bids for a new loan, the proceeds of which were to be used in the payment of the old loan. Contrary to all anticipation, no bids were presented. This is unprecedented in the finances of the State, and shows how disastrously the revulsion through which we are passing has affected business interests. Less than half a million of the old bonds were offered in exchange for the new loads, leaving about a million and a half of dollars to for the new bonds, leaving about a million and a half of dollars to

be provided.—Albany Argus.

The State Comptroller obtained from Comptroller Green of New York city, on account of taxes due from this county on or before December 1, \$500,000; borrowed of the banks in New York, \$500,000, and the remainder will be drawn in equal quantities from the Albany and country canal banks.

—At the proposals for \$2,000,000 New York city bonds, October 28, only about \$30,000 bids were offered.

28, only about \$30,000 bids were offered.

North Carolina Finances,—A dispatch from Raleigh to the Associated Press, gives the following account of the State debt of North Carolina for the fiscal year ended 30th Sept., 1873, as reported by the State Treasurer. It will be observed that the principal has has been reduced \$353,000 during the previous year. Under the second class of bonds in the table below will be found a decrease from last year of \$287,000. This decrease was occasioned by the return of bonds to the treasury issued to aid the construction of the Chatham Railroad. The third class is decreased \$10,000. The fourth class is decreased \$56,006 by the return of that amount of bonds issued for the purpose of buying a site for a penitentiary. The Legislature meets on the third Monday of next month. It is not probable that there will be any legislation looking to an adjustment of the debt, which is as follows:

IOWS:	and Ianuan	Tanna A	
. 15	sued January and July.	Issued Ap	
1. "Old" or ante-war bonds	\$4,738,800	\$3,639,	
<ol> <li>Bonds issued for internal improvement purposes since close of the war, not "special tax."</li> <li>Bonds issued for funding under acts of 1866 and</li> </ol>	2,383,000	1,695,	000
1868. 4. Bonds and registered certificates since close of	2,417,400	1,711,	400
war for other purposes.  5. Special tax bonds.	383,045	44,0 11,407,	
	*********	A40 100	000
Total  6. Bonds issued after May 29, 1861, and prior to May, 1865, for internal improvements, not mar-	\$9,922,245	\$18,496,	800
ketable	708,000	420,	000
Total	\$10,630,245	\$18,916,3 \$29,547,0	
INTEREST.	***********	·· Caningi	110
Interest on first class of bonds		\$2,513,460	00
Interest on second class of bonds			
Interest on third class of bonds			60
Interest on fourth class of bonds		1,129,604	85
Interest on fifth class of bonds		2,844,510	60
Interest on sixth class of bonds		518,910	(0
Total interest due on entire debt		\$8,471,924	85

South Carolina Finances.-The Legislature met on Tuesday, Oct. 21. The following extracts are ernor Moses:

The following statement will exhibit the present condition of the following statement will exhibit the present condition of debt:

Ante-reconstruction bonded debt, outstanding October, 1873.....\$3,761,713 41

Post-reconstruction bonded debt, first subdivision, cutstanding
October, 1873.... 

Total.....\$:5,851,627 35

and stocks; the second subdivision represents the funded debt actually created by the reconstruction government, and for which only they are entirely responsible.

The Governor recommends that all the bonds of the State for which the State is actually liable, less \$38,000 State Capitol bonds of 1853, past due, to be otherwise provided for, be scaled by giving to all parties who choose to surrender their present bonds, other bonds or certificates for a certain proportion of the face value of those surrendered.

A judgment was obtained by Morton, Bliss & Co., who are among the largest creditors, for \$3,549,000. To enforce this judgment the State Supreme Court has ordered the comptroller general to levy a tax before November 15, to pay the interest on the amount due. As stated before, the object of the present session of the South Carolina Legislature is to prevent the laying of a tax, as ordered by the court, and thus the judiciary and legislative body are in conflict. lative body are in conflict.

Missouri County Bonds.—Numerous suits for unpaid coupons on county bonds, some of which were negotiated in this city in

1871-72, are now pending in the U.S. Circuit Court, and will probably be tried in November. The population in 1870, the total valuation and the total debt of these counties are thus stated by the Jefferson City State Journal:

	Population.	Valuation.	Debt.
Bates	15,960	\$5,294,489	\$195,000
Buchanan		12,885,366	442,000
Cass		6,770,818	700,000
Callaway		5,766,469	568,100
Dallas		1,374,800	275,000
Daviess.		4,319,723	374,000
Henry	17,401	5,606,444	600,000
Johnson	24,648	7,811,203	304,000
Lawrence	13,067	4,541,895	50,000
Macon	23,230	5,858,154	347,950
Pettis	18,706	6,341,219	590,000
St. Clair		2,787,815	250,000
Vernon	11.247	4.038.634	342,500

The bonds in suit are not registered bonds, having been issued prior to the enactment of the registration law. The ground of defense in the suits was uniformly an alleged lack of compliance with the conditions of law in the issuance of the bonds, and one decision will probably cover them all.

The general tenor of U. S. Court decisions on these subjects is to the effect, that if authority was given to county officers to issue bonds at all, the counties will be liable to bona fide holders, although every condition and restriction of law was not complied with in their issue.

with in their issue.

Kansas-City Bonds for Private Uses. -The State Auditor of Kansas has recently sent us a printed copy of the opinion of Judge Dillon of the U. S. Circuit Court, in the case of National Bank of Cleveland vs. City of Iola (Kansas). The decision was rendered June 6, 1873, in the Kansas District, and the following is the condensed summary of Judge Dillon's opinion, as made up by the reporter, Hon. W. C. Webb, for Vol. 9 of the Reports of the Supreme Court of Kansas:

1. Legislative Power: Retrospective Laws. Where the Legislature can legally grant or confer authority to hold an election for a particular purpose, it can ratify and confirm an election held for such purpose without such legislative authority; but the Legislature cannot do by a curative or retrospective act what it could not have previously authorized.

2. Special Laws: Corporate Powers. An act limited in its application to a single city, and a single election, and the issue of specific bonds, is manifestly as special act; and where such act undertakes to authorize such city to issue its bonds in aid of a manufacturing enterprise, and to levy and collext taxes

to pay such bonds, it undertakes to confer upon such city certain corporate powers. Special acts conferring corporate powers are forbidden by section 1 of article 12 of the Constitution of Kansas, and are void. (Citing and following Atchieven vs. Burtholov, 4 Kas., 124, and Wyandotts vs. Wood, 5 Kas., 603.)

8. Phivate Enterprises; Taxation in aid of, void. The legislature cannot to such extent as to compel or coerce the citizen to aid in the establishment of purely private enterprises or objects, nor for the payment of municipal bonds issued in aid of such private enterprises; and statutes enacted for such purposes are unconstitutional and void.

4. Taxation; Object and Purposes. Taxation is a mode of raising revenue for public purposes. When it is prostituted to objects in no way connected with the public interests, it ceases to be taxation and becomes plunder; and the establishment of a bridge manufactory, or foundry, owned by private individuals, is essentially a private enterprise.

5. MUNICIPAL BONDS; Want of Power to Issue, Notice of, Presumed. Bonds issued by a municipality in aid of stric, by private enterprises, are void—void from the beginning, and void into whosoever hands they may have come. All persons must at their peril take notice of the power of municipal corporations or officers to issue securities, and especially is this so where the want of power results from constitutional prohibitions or provisions.

Boston Water Power Company.—This corporation has recently Boston Water Fower company.—This corporation has recently mortgaged their lands and flats west of Parker street and in the full basin to Mr. Nathan Matthews, to secure him for his endorsements of the notes of the company. The previous mortgage debt of the company is about \$1,000,000, and the floating debt about \$800,000.

Atlantic & Pacific Telegraph Company.—It is understood that the stockholders of the Atlantic and Pacific Telegraph Company have voted to give power to their trustees to dispose of about 58,000 shares of stock, the amount belonging to the company unissued. The Western Union Company having recently secured control of the Pacific & Atlantic, cuts off from the Atlantic & Pacific many of the most important cities South and West, when we have Orlean Memphis St. Louis and Louisrid West. such as New Orleans, Memphis, St. Louis, and Louisville. It is believed by the stockholders that this reserve stock will enable them to extend their operations.—N. Y. Tribune.

Completion of the International Railway Bridge.—A despatch from Fort Erie, Ontario, October 30, says: The last span of the great International Railway Bridge was successfully placed

# MONTHLY EARNINGS OF PRINCIPAL RAILROADS.

Atlantic &	G. W. 1873.	Atlantic &	Pacific.	Bur.,C. R. 1872.	& Minn. 1873.		107	ral Pacifi	ic 373.	Chicago 1872.	& Alton. 1873.		c. & N. w 1872.	vestern. 1873.
(567 m.)	(604 m.)	$(328 \ m.)$	(328 m.)	(261 m.)	(261 m.)	Jan	(1,050 \$592 571	m.) (1.2	22 m.)	1872. (600 m.)	) (649 m.	) (1.3	14 m.) (	1,459 m.)
\$351,342	\$374,718	\$80,594	\$86,854	\$65,319	\$61,363	Jan	\$592	.228 \$85	2,860			8 \$7	74,856	\$752 467
334 210	324,210	\$80,594 69,844	87,619	64,476	78,346	Feb	571	836 69	4.015	332,902	402,47	7 71	4,122	\$752,467 765,249
372,397	420,250	98,381	122,348	69,346	85,561	Mar	2.(5)	. 162 91	4,460	373.217	424,61	4 84	6,394	967,258
374,273	434,845	87,543	105,352	64,581	77,387	April	949	598 1.13	2,920	379,879	412.21	8 90	0,376	1,034,022
372,397 374,273 441,877	428,524	80,759	112,275	66,725	82,682	April May	949 1,380	.922 1 35	6,378	409, 254	426,31	6 1.07	4,779	1,256,072
428,988	423.514	96,567	98,800	74,242	96,696	June	1.138	272 1.31	3.790	419, 197	482,20	5 1.07	0,459	1,292,143
431,761	428,396	85,344	116,231	73,834	88,637	July	1,272	510 1,21	1,765 58,500	488,352				1,240,987
465,995	447,252	108,888	126,435	93,420	108,100	Aug Sept	1,271	.628 1,25	8,500	559,882		1 19	6 700	1,284,094
632,538	554,205	103.116	119,989	113,834	144,901	Sept	1,254	.688 1.39	2,125	497,261		1,30	3,304 33,348	1,511,781
547,928		116,206 100,633		126,968		Oet	1,285	.567		540,756		1 43	33,948	
471,774		100,633		98,592		Nov	1,299			431,315		. 1.06	57.386	
404,900		91,946		84,622		Dec	1,007	,125		332,903 373,217 379,879 409,254 419,197 488,353 559,882 497,261 540,756 431,315 352,604			9,779	
5,257,983		597,224	******	995,959		Year				5,156,326			2,060	
Chie., Dany	7. & Vin	Clev. Col.	Cin. & I.	1872. Er	1873.		Illino s (	Cent'l. I	nd. Bl. &	West'n	Kans. Pa	c'c La	ke Shore	e & M.S.
(199 m)	(199 m )	1872.	1873.	1872.	1873.		18/2.	1873.	1872.	1873.	1872.	818.	1872.	1873.
(132 m.)	(132 m.)	(391 m.) \$320,022	(391 m.)	(956 m.)	(971 m.)	Y	(1109 m.)	(1109 m.)	(212 m.)	(212 m.) (6	072 m.) (0	(2 m.) (1,0	74 m.) (	1,136 m.)
\$41,558	\$47,515		\$358,612	1,333,310 \$	1,316,831	Jan Feb	\$637,429	\$580,499	\$101,075	\$100,327	101 500 \$1	04,007 \$1,8	39,389	1,412,368
43,952	49,107	340,791	408,849	1,294,056	1,329,422	Feb March	531,627	562,949	100,000	1 90 441	191,738 1	94,786 1,2	94,710	1,549,285
46,997	49,773 39,132	372,974	465,517	1,464,209	1,515,382	Marci	575,393	651,952	109,830	112,569	300,783 3	00,719 1,4	98,408	1,735,786
49,546 50,139	60,481	381,112 373,619	432,928 394,485	1,527,993	1,541,958	April.	. 559,871	544,035	114,842	124,045	322,875 3	52,298 1,5 32,763 1,4	28,250 79,945	1,694,543 1,680,969
52,104	59,501	341,104	340,675	1,767,986 1,607,492	1,754,821 1,717,593	May	648,955		125,286 100.868	133.758		12,614 1,3	123,476	1,585,368
47 950	64,416	326,268	351,576	1,518,911	1,685,384	June.	. 659,362 . 609,846	724,983 672,917	100.508	136,178 121,276	315,363 3 321,774 3	23,231 1,2	25,708	1,451,762
47,259 57,375	65,608	401,251	426,283	1,020,911	1,774,570	July	. 783,255	740 694	100,860	121.210	040,714 0	00 100 1	159,360	1,582,581
55,290	72,273	417,327	432,139	1,653,292 1,758,062	1,918,247	July Aug Sept	. 744,782	748,634 876,413	117,408 124,208	156,973	349,382 3 341,968 3	28,188 1,4 43,785 1,6	635,691	1,776,420
56,169		439,581	452, 159	1,743,752		Oct	. 881,692		137,634	168,453		150,100	764,788	
55,000		389,829		1,704,374					100,400				558,424	
49,440		358,743		1,392,615		Nov			102,431 126,124		223,241		183,480	
43,440		000,140		1,002,010		Dec	. 095,000		120,129		220,041	1,4	100,400	
627,930	•••••	4,462,625	1	8,766,052		Year .	. 8,026,750		1,364,00	6 8	3,651,645	17,5	591,629	
Maria								e m	37.3.71.				David	
Ter at 16	etta & Cin	n. Mich	igan Cent.	Mil. at			Mo., Kan.	& Texas.	. Modile	& Ohio.	Ohio d	Miss.	Facin	c of Mo.
1872.	1873	1872	. 1873.	1872.	1873.		Mo., Kan. 1872.	1873.	1872.	& Ohio. 1873.	1872.	1873.	1872.	1873.
1872.	1873	1872 a.) (715 m	. 1873. .) (788 m.)	1872. (1,018 m.)	1873. (1,310 m.)		1872. (433 m.)	1873. (642 m.)	1872. (517 m.)	1878. (517 m.)	1872. (393 m.)	1873. (393 m.)	1872. (471 m.)	1873. (471 m.)
1872.	1873	1872 1.) (715 m 23 \$505,58	. 1873. .) (788 m.) 36 \$475,897	1872. (1,018 m.) \$460,985	1873. (1,310 m.) \$334,715	Jan	1872. (433 m.) \$81,299	1873. (642 m.) \$207,874	1872. (517 m.) \$320,669	1878. (517 m.) \$312,848	1872. (393 m.) \$273,024	1873. (393 m.) \$277,776	1872. (471 m.) \$246,830	1873. (471 m.) (\$227,897
1872. (284 m.) \$152,578 142,407	1873. (284 m \$170,05 162,56	1872 (715 m 23 \$505,58 85 484,08	. 1873. .) (788 m.) 86 \$475,897 22 542,008	1872. (1,018 m.) \$460,985 387,565	1873. (1,310 m.) \$334,715 423,716	Jan	1872. (433 m.) \$81,299 91,138	1873. (642 m.) \$207,874 224,393	1872. (517 m.) \$320,669 255,471	1873. (517 m.) \$312,848 265,628	1872. (393 m.) \$273,024 235,980	1873. (393 m.) \$277,776 246,805	1872. (471 m.) \$246,830 237,778	1873. (471 m.) (\$227,897 8 261,346
1872. (284 m.) \$152,578 142,407 150,784	1873. (284 m \$170,05 162,56 180.46	1872 a.) (715 m 23 \$505,58 85 484,09 67 558,59	. 1873. (788 m.) 66 \$475,897 22 542,008 690,017	1872. (1,018 m.) \$460,985 387,565 426,223	1873. (1,310 m.) \$334,715 423,716 555,005	Jan	1872. (433 m.) \$81,299 91,138 95,853	1873. (642 m.) \$207.874 224,393 256,719	1872. (517 m.) \$320,669 255,471 245,360	1873. (517 m.) \$312,848 265,628 260,127	1872. (393 m.) \$273,024 235,980 288,852	1873. (393 m.) \$277,776 246,805 332,849	1872. (471 m.) \$246,830 237,778 327,404	1873. (471 m.) (\$227,897 8 261,346 4 344,683
1872. (284 m.) \$152,578 142,407 150,784 145,858	1873. (284 m \$170,05 162,56 180,46 190,56	1878 a.) (715 m 23 \$505,58 85 484,05 67 558,55 607,67	. 1873. (788 m.) 66 \$475,897 22 542,008 690,017	1872. (1,018 m.) \$460,985 387,565 426,223	1873. (1,310 m.) \$334,715 423,716 555,005 (569,236	Jan	1872. (433 m.) \$81,299 91,138 95,853 117,542	1873. (642 m.) \$207.874 224,393 256,719 263,585	1872. (517 m.) \$320,669 255,471 245,360 178,154	1878. (517 m.) \$312,848 265,628 260,127 227,225	1872. (393 m.) \$273,024 235,980 288,852 273,920	1873. (393 m.) \$277,776 246,805 332,849 333,236	1872. (471 m.) \$246,830 237,778 327,404 295,160	1873. (471 m.) (\$227,897 8 261,346 4 344,633 0 320,991
1872. (284 m.) \$152,578 142,407 150,784 145,858 158 718	1873. (284 m \$170,00 162,50 180,46 190,56	1873 4.) (715 m 23 \$505,58 85 484,03 67 558,53 607,63 593,64	. 1873. .) (788 m.) 86 \$475,897 82 542,008 83 690,017 78 675,840 41 679,333	1872. (1,018 m.) \$460,985 387,565 426,223 474,188 580,432	1873. (1,310 m.) \$334,715 423,716 555,005 (569,236	Jan Feb Mar April	1872. (433 m.) \$81,299 91,138 95,853 117,542 150,673	1873. (642 m.) \$207.874 224,398 256,719 263,585 250,934	1872. (517 m.) \$320,669 255,471 245,360 178,154 180,127	1878. (517 m.) \$312,848 265,628 260,127 227,225 184,037	1872. (393 m.) \$273,024 235,980 288,852 273,920 283,371	1873. (393 m.) \$277,776 246,805 832,849 333,236 310,785	1872. (471 m.) \$246,830 237,778 327,404 295,160 269,559	1873. (471 m.) \$227,897 8 261,346 4 344,683 0 320,991 9 301,521
1872. (284 m.) \$152,578 142,407 150,784 145,858 158 718	1873. (284 m \$170,00 162,50 180,46 190,56	1873 (715 m 23 \$505,56 85 484,05 57 558,53 607,67 83 593,6- 53 505,3	. 1873. .) (788 m.) 36 \$475,897 22 542,008 33 690,017 78 675,840 41 679,333 14 603,955	1872. (1,018 m.) \$460,985 387,565 426,223 474,188 580,432 594,769	1873. (1,310 m.) \$334,715 423,716 555.005 (569,236 \$805,799	Jan Feb Mar April May June	1872. (433 m.) \$81,299 91,188 95,853 117,542 150,673 143,455	1873. (642 m.) \$207.874 224,398 256,719 263,585 250,984 249,342	1872. (517 m.) \$320,669 255,471 245,360 178,154 180,127 151,445	1873. (517 m.) \$312,848 265,628 260,127 227,225 184,037 148,691	1872. (393 m.) \$273,024 235,980 238,852 273,920 283,371 262,326	1873. (393 m.) \$277,776 246,805 832,849 833,236 310,785 282,302	1872. (471 m.) \$246,830 237,778 327,404 295,160 269,559 286,738	1873. (471 m.) \$227,897 8 261,346 4 344,683 0 320,991 9 301,521 8 272,600
1872. (284 m.) \$152,578 142,407 150,784 145,858 158,718 154,587 144,550	1873. (284 m \$170,00 162,50 180,46 190,56 185,66 185,90	1873 4.) (715 m 223 \$505,55 85 484,05 67 558,56 62 607,66 83 593,66 505,3 68 505,8	1873. 1873. 1873. 1875. 18	1872. (1,018 m.) \$460,985 387,565 426,223 474,188 580,432 594,769 488,349	1873. (1,310 m.) \$334,715 423,716 555.005 (569,236 \$805,799 9929,210 1834,320	Jan Feb Mar April May June	1872. (433 m.) \$81,299 91,138 95,853 117,542 150,673 143,455 180,480	1873. (642 m.) \$207.874 224,393 256,719 263,585 250,934 249,342 302,881	1872. (517 m.) \$320,669 255,471 245,360 178,154 180,127 151,445	1878. (517 m.) \$312,848 265,628 260,127 227,225 184,037 148,691 149,093	1872. (393 m.) \$273,024 235,980 238,852 273,920 283,371 262,326 222,862	1873. (393 m.) \$277,776 246,805 332,849 333,236 310,785 282,302 255,424	1872. (471 m.) \$246,836 237,778 327,404 295,166 269,558 286,738 265,906	1873. (471 m.) \$ 227,897 8 261,346 4 344,633 0 320,991 9 301,521 8 272,600 6 267,734
1872. (284 m.) \$152,578 142,407 150,784 145,858 158,718 154,587 141,550	1873. (284 m \$170,00 162,50 180,40 190,50 185,60 185,60 181,80	1873 4.) (715 m 223 \$505,55 85 484,05 67 558,56 62 607,66 83 593,66 505,3 68 505,8	1873. (788 m.) (788 m.) \$475,897 \$2 542,008 33 690,017 78 675,840 41 679,333 44 603,955 08 581,168 08 576,790	1872. (1,018 m.) \$460,985 387,565 426,223 474,188 580,432 594,769 488,349	1873. (1,310 m.) \$334,715 423,716 555.005 (569,236 \$805,799 9929,210 1834,320	Jan Feb Mar April May June July	1872. (433 m.) \$81,299 91,138 95,853 117,542 150,673 143,455 180,480 171,945	1873. (642 m.) \$207.874 224,393 256,719 263,585 250,934 249,342 302,881 329,000	1872. (517 m.) \$320,669 255,471 245,360 178,154 180,127 151,445 159,526 200,757	1878. (517 m.) \$312,848 265,628 260,127 227,225 184,037 148,691 149,093 202,605	1872. (393 m.) \$273,024 235,980 238,852 273,920 283,371 262,366 222,862 294,243	1873. (393 m.) \$277,776 246,805 332,849 333,236 310,785 282,302 255,424 301,998	1872. (471 m.) \$246,830 287,778 327,404 295,160 269,559 286,738 265,900 316,198	1873. (471 m.) 0 \$227,897 8 261,346 4 344,633 0 320,991 9 301,521 8 272,600 6 267,734 9 325,093
1872. (284 m.) \$152,578 142,407 150,784 145,858 158,718 154,587 141,550	1873. (284 m \$170,00 162,50 180,40 190,50 185,60 185,60 181,80	1873 (715 m 23 \$505,55 85 484,05 67 558,55 63 607,66 83 593,66 505,3 505,3 68 505,8 69 580,9 14 667,8	1873. (788 m.) (788 m.) \$475,897 \$2 542,008 33 690,017 78 675,840 41 679,333 44 603,955 58 581,168 58 576,790 19 763,481	1872. (1,018 m.) \$460,985 387,565 426,223 474,188 580,432 594,769 488,349 565,728 811,961	1873. (1,310 m.) \$334,715 423,716 555.005 (569,236 \$805,799 9929,210 1834,320	JanFebMarAprilMayJuneJulyAugSept	1872. (433 m.) \$81,299 91,138 95,853 117,542 150,673 143,455 180,480 171,945 206,299	1873. (642 m.) \$207.874 224,398 256,719 263,585 250,934 249,342 302,881 329,000 (403,781	1872. (517 m.) \$320,669 255,471 245,360 178,154 180,127 151,445 158,526 200,757 250,856	1878. (517 m.) \$312,848 265,628 260,127 227,225 184,037 149,093 202,605 215,426	1872. (393 m.) \$273,024 235,980 238,852 273,920 283,371 262,366 222,862 294,243	1873. (393 m.) \$277,776 246,805 332,849 333,236 310,785 282,302 255,424 301,998	1872. (471 m.) \$246,830 287,776 327,406 295,160 269,555 286,736 265,906 316,196 317,910	1873. (471 m.) 0 \$227,897 8 261,346 4 344,633 0 320,991 9 301,521 272,600 6 267,734 9 325,093 0 382,098
1872. (284 m.) \$152,578 142,407 150,784 145,858 158,718 154,587 141,550 162,521 191,841 208,977	1873. (284 m \$170.0i 162,55 180,44 190,56 185,66 185,8 173,44 203,5	1872 (715 m 23 \$505,55 85 484,05 67 558,55 82 607,66 83 593,66 505,3 68 505,8 69 580,9 14 667,8 786,3	1873. (788 m.) (788 m.) (788 m.) 542,008 33 690,017 78 675,840 679,333 14 603,955 581,168 576,790 19 763,481	1872. (1,018 m.) \$460,985 387,565 426,223 474,188 5594,769 488,349 565,728 811,961 950 945	1873. (1,310 m.) \$334,715 423,716 555,005 (569,236 \$805,799 \$929,210 (834,320 767,800 1,193,209	Jan Feb Mar April May June July Aug Sept	1872. (433 m.) \$81,299 91,138 95,853 117,542 150,673 143,455 180,480 171,945 206,299 227,443	1873. (642 m.) \$207.874 224,398 256,719 263,585 250,934 249,342 302,801 (403,781	1872. (517 m.) \$320,669 255,471 245,360 178,154 180,127 151,445 158,526 200,757 250,856 306,248	1878. (517 m.) \$312,848 265,628 280,127 227,925 184,037 148,691 149,093 202,605 215,426	1872. (393 m.) \$273,024 235,980 238,852 273,920 283,371 262,326 222,862	1873. (393 m.) \$277.776 246,805 892,849 333,236 310,785 282,302 255,424 301,998 871,344	1872. (471 m.) \$246,836 237,776 327,404 295,160 269,555 286,736 265,906 316,196 317,916 384,193	1873. (471 m.) 0 \$227,897 8 261,346 4 344,633 320,991 9 301,521 8 272,600 6 267,734 9 325,093 9 382,098
1872. (284 m.) \$152,578 142,407 150,784 145,858 158,718 154,587 141,550 162,521 191,841 208,977 207,911	1873. (284 m \$170,00 162,50 180,44 190,56 185,68 185,9 181,8 173,4 203,5	1872 (715 m 223 \$505,56 85 484,06 67 558,56 83 593,66 533 505,3 68 505,8 667,8 667,8 786,3 786,3	1873. (788 m.) (788 m.) (788 m.) 542,008 33 690,017 78 675,840 679,333 14 603,955 581,168 576,790 19 763,481	1872. (1,018 m.) \$460,985 387,565 426,223 474,188 5594,769 488,349 565,728 811,961 950 945	1873. (1,310 m.) \$334,715 423,716 555,005 (569,236 \$805,799 929,210 (834,320 767,800 1,193,209	JanFebMarAprilMayJuneJulyAugSeptOetNov	1872. (433 m.) \$81,299 91,138 95,853 117,542 150,673 143,455 180,480 171,945 206,299 227,443 230,518	1873. (642 m.) \$207.874 224,393 256,719 263,585 250,934 249,342 302,881 329,000 (403,781	1872. (517 m.) \$320,669 255,471 245,360 178,154 180,127 2151,445 158,526 200,757 250,856 306,448	1878. (517 m.) \$312,848 265,628 260,127 227,225 144,037 148,691 149,093 202,605 215,426	1872. (393 m.). \$273,024 225,950 288,852 273,920 283,371 262,326 222,862 294,243 356,845 445,187	1873. (393 m.) \$277,776 246,805 332,849 333,236 310,785 292,302 255,424 301,998 371,344	1872. (471 m.) \$246,836 287,778 327,404 295,166 269,555 286,736 265,906 316,195 317,916 384,193 326,667	1873. (471 m.) (471 m.) \$227,897 8 261,346 4 344,633 9 320,991 9 301,521 8 272,600 9 325,093 9 382,098
1872. (284 m.) \$152,578 142,407 150,784 145,858 158,718 164,587 141,550 162,521 191,841 208,977 207,911 204,196	1873. (284 m \$170,00 162,50 180,44 190,56 185,66 185,9 181,8 173,4 203,5	1872 23 \$505,57 85 484,07 558,57 52 607,67 33 593,6 505,33 505,3 505,3 66 505,8 667,6 667,8 667,8 667,6 667,6 67,6 67,6 67,6 67,6 67,6 67,6 67,6	1873. 166 \$475,897 166 \$475,897 122 542,008 690,017 16 675,840 11 679,333 14 603,955 19 576,799 763,481 13 763,481 13 763,481 13 763,481 13 763,481 13 763,481 13 763,481 13 763,481	1872. (1,018 m.). \$460,985 \$387,565 426,223 474,188 580,482 594,769 6488,349 565,728 811,961 950,945 £702,838 £1,787	1873. (1,310 m.) \$334,715 423,716 555,005 (569,236 \$805,799 \$929,210 (834,320 767,800 1,193,209	Jan Feb Mar April May June July Aug Sept	1872. (433 m.) \$81,299 91,138 95,853 117,542 150,673 143,455 180,480 171,945 206,299 227,443	1873. (642 m.) \$207.874 224,398 256,719 263,585 250,934 249,342 302,801 (403,781	1872. (517 m.) \$320,669 255,471 245,360 178,154 180,127 151,445 158,526 200,757 250,856 306,248	1878. (517 m.) \$312,848 265,628 260,127 227,225 144,037 148,691 149,093 202,605 215,426	1872. (393 m.) \$273,024 235,980 238,852 273,920 283,371 262,366 222,862 294,243	1873. (393 m.) \$277,776 246,845 332,849 333,236 310,785 282,302 255,424 301,998 371,344	1872. (471 m.) \$246, 531 237, 736 227, 740 295, 160 269, 555 265, 936 265, 936 316, 199 317, 910 384, 193 326, 667 260, 404	1873. (471 m.) \$227,897 8 261,346 4 344,683 0 320,991 9 301,521 8 272,600 6 267,734 9 325,093 0 382,098
1872. (284 m.) \$152,578 142,407 150,784 145,858 158,718 154,587 141,550 162,521 191,841 208,977 207,911	1873. (284 m \$170,00 162,50 180,44 190,56 185,66 185,9 181,8 173,4 203,5	1872 10, (715 m 128 \$505,55 85 484,05 152 607,6 153 593,6 153 505,3 150 580,5 150 580,9 160,6 160	1873. 166 \$475,897 166 \$475,897 122 542,008 690,017 16 675,840 11 679,333 14 603,955 19 576,799 763,481 13 763,481 13 763,481 13 763,481 13 763,481 13 763,481 13 763,481 13 763,481	1872. (1,018 m.). \$460,985 \$387,565 426,223 474,188 580,432 594,769 6488,349 565,728 811,961 950,945 26,702,838 27,702,838	1873. (1,310 m.) \$334,715 423,716 555,005 (569,236 \$805,799 929,210 (834,320 767,800 1,193,209	JanFebMarAprilMayJuneJulyAugSeptOetNov	1872. (433 m.) \$81,299 91,138 95,853 117,542 150,673 143,455 180,480 171,945 206,299 227,443 230,518	1873. (642 m.) \$207.874 224,393 256,719 263,585 250,934 249,342 302,881 329,000 (403,781	1872. (517 m.) \$320,669 255,471 245,360 178,154 180,127 2151,445 158,526 200,757 250,856 306,448	1873. (517 m.) \$812,848 265,628 260,127 227,925 184,037 148,691 149,093 202,605 215,426	1872. (393 m.). \$273,024 225,950 288,852 273,920 283,371 262,326 222,862 294,243 356,845 445,187	1873. (393 m.) \$277,776 246,845 332,849 333,236 310,785 282,302 255,424 301,998 371,344	1872. (471 m.) \$246,836 287,778 327,404 295,166 269,555 286,736 265,906 316,195 317,916 384,193 326,667	1873. (471 m.) \$227,897 8 261,346 4 344,683 0 320,991 9 301,521 8 272,600 6 267,734 9 325,093 0 382,098
1872. (284 m.) \$152,578 142,407 150,784 145,885 145,857 162,521 191,841 208,977 207,911 204,196 2,029,927	1873. (284 m \$170,01 162,51 180,44 190,56 185,6 185,9 181,8 173,4 203,5	1872 1.) (715 m 23 \$505,58 85 484,03 37 558,58 32 607,63 33 593,6 505,3 69 505,3 69 580,9 14 667,8 786,3 6,988,4	1873. ) (788 m.) 168 \$415,897 22 542,008 36 690,017 36 675,840 41 603,955 98 581,168 576,790 99 763,481 33 44 45 45 45 45 45 45 45 45 45	1872. (1,018 m.) \$460,985 887,565 426,223 474,188 550,432 554,769 488,349 555,728 811,961 950,945 2513,787 6,957,771	1873. (1,310 m.) \$334,715 422,716 555.005 589,236 \$805,799 (1834,320 767,800 1,193,209	Jan Feb Mar April May June July Aug Sept Oct Nov Dec	1872. (433 m.) \$81,299 91,138 95,853 117,542 150,673 143,455 180,480 171,945 206,299 227,443 230,518 200,224 1,896,869	1873. (642 m.) \$207.874 224,393 256,719 263,585 250,934 249,342 302,881 329,000 403,781	1872. (517 m.) \$320,669 255,471 245,360 178,154 180,127 151,445 158,526 200,757 200,757 250,856 306,248 344,332 360,056	1873. (517 m.) \$312,848 265,628 280,127 227,325 184,037 148,691 149,093 202,605 6 215,426	1872. (393 m.) \$273,024 235,990 288,852 273,920 283,371 262,326 222,862 294,243 356,845 445,187 294,150	1873. (393 m.) \$277,776 246,805 382,849 333,236 310,785 282,302 255,424 301,988 871,844	1872. (471 m.) \$246,831 237,776 327,400 295,161 269,555 286,738 265,900 316,196 317,916 384,193 326,667 260,404 3,575,066	1873. (471 m.) (471 m.) (471 m.) (471 m.) (472 m.) (471 m
1872. (284 m.) \$152,578 142,407 150,784 145,858 158,718 154,587 14,550 162,521 191,841 208,977 207,911 204,196	1873. (284 m \$170,0i 162,5i 180,44 190,5i 185,9i 181,8 173,4 203,5	1872 3 \$505.5i \$505.5i \$505.5i \$67 659.5i \$2 607.6i \$3 593.6i \$3 593.6i \$3 593.6i \$3 595.3i \$68 505.8i \$69 580.9i \$4 667.8i \$50.5i \$616.0i \$576.7i \$6,988,4i	. 1873. ) (788 m.) 36 \$475,897 542,008 33 690,017 86 675,840 11 679,333 14 603,953 14 603,953 14 603,953 14 603,953 15 581,168 16 581,168 17 18 18 18 18 18 18 18 18 18 18 18 18 18	1872. (1,018 m.) \$490,985 387,565 426,223 474,188 550,432 594,769 555,728 811,961 950,945 (702,838 2 (513,787 6,957,771	1873. (1,310 m.) \$334,715 422,716 555.005 589,236 \$805,799 (1834,320 767,800 1,193,209	Jan Feb Mar April May June July Aug Sept Oct Nov Dec	1872. (433 m.) \$81,299 91,138 95,853 117,542 150,673 143,455 180,480 171,945 206,299 227,443 230,518 200,224 1,896,869	1873. (642 m.) \$207.874 224,393 256,719 263,585 250,934 249,342 302,881 329,000 403,781	1872. (517 m.) \$320,669 255,471 245,361 178,154 180,127 251,445 151,445 155,526 200,757 250,856 306,248 344,333 360,056 2,952,004	1873. (517 m.) \$312,848 265,628 265,628 227,325 144,037 148,691 149,093 202,605 215,426	1872. (393 m.) \$273,024 235,990 288,852 273,920 283,371 262,326 222,862 294,243 356,845 445,187 294,150	1873. (393 m.) \$277,776 246,805 382,849 333,236 310,785 282,302 255,424 301,988 871,844	1872. (471 m.) \$246,831 237,776 327,400 295,161 269,555 286,738 265,900 316,196 317,916 384,193 326,667 260,404 3,575,066	1873. (471 m.) (471 m.) (471 m.) (471 m.) (472 m.) (471 m
1872. (284 m.) \$152,578 142,407 150,784 145,885 158,718 154,587 141,550 162,521 191,841 208,977 207,911 204,196 2,029,927  St. L. & S.	1873. (284 m \$170.0i 162,5i 180,4i 190,5i 185,6i 185,6i 181,8i 173,4i 203,5	1872 3 \$505.5i \$505.5i \$505.5i \$67 659.5i \$2 607.6i \$3 593.6i \$3 593.6i \$3 593.6i \$3 595.3i \$68 505.8i \$69 580.9i \$4 667.8i \$50.5i \$616.0i \$576.7i \$6,988,4i	. 1873. ) (788 m.) 36 \$475,897 542,008 33 690,017 86 675,840 11 679,333 14 603,953 14 603,953 14 603,953 14 603,953 15 581,168 16 581,168 17 18 18 18 18 18 18 18 18 18 18 18 18 18	1872. (1,018 m.) \$460,985 887,565 426,223 474,188 580,432 594,769 488,349 555,728 811,961 950,945 2 { 702,838 2 { 702,838 2 { 702,838 2 { 513,787 6,957,771 St. Louis 1872. (530 m.)	1873. (1,310 m.) \$334,715 422,716 555.005 589,236 \$805,799 (1834,320 767,800 1,193,209	Jan Feb Mar April May June July Aug Sept Oct Nov Dec	1872. (433 m.) \$81,299 91,138 95,853 117,542 150,673 143,455 180,480 171,945 206,299 227,443 230,518 200,224 1,896,869	1873. (642 m.) \$207.874 224,393 256,719 263,585 250,934 249,342 302,881 329,000 403,781	1872. (517 m.) \$320,669 \$255,471 \$255,471 \$255,471 \$180,127 \$251,850 \$151,445 \$155,528 \$200,757 \$250,856 \$360,056 \$250,004 \$250,0	1873. (517 m.) \$312,848 265,628 260,127 227,325 184,037 149,093 202,605 215,426 6 1873. (248 m.)	1872. (393 m.) \$273,024 235,990 288,852 273,920 283,371 262,326 222,862 294,243 356,845 445,187 294,150	1873. (393 m.) \$277,776 246,805 382,849 333,236 310,785 282,302 255,424 301,988 871,844	1872. (471 m.) \$246,831 237,776 327,400 295,161 269,555 286,738 265,900 316,196 317,916 384,193 326,667 260,404 3,575,066	1873. (471 m.) (471 m.) (471 m.) (471 m.) (472 m.) (471 m
1872. (284 m.) \$152,578 142,407 150,784 145,858 158,718 144,550 162,521 191,841 298,977 207,911 204,196 2,023,927  St. L. & S.	1873. (284 m) \$170.0i 162,5i 180,4i 190,5i 185,9i 181,8i 173,4i 203,5	1872 3 \$505.5i \$505.5i \$505.5i \$67 659.5i \$2 607.6i \$3 593.6i \$3 593.6i \$3 593.6i \$3 595.3i \$68 505.8i \$69 580.9i \$4 667.8i \$50.5i \$616.0i \$576.7i \$6,988,4i	. 1873. ) (788 m.) 36 \$475,897 542,008 33 690,017 86 675,840 11 679,333 14 603,953 14 603,953 14 603,953 14 603,953 15 581,168 16 581,168 17 18 18 18 18 18 18 18 18 18 18 18 18 18	1872. (1,018 m.) \$460,985 887,565 426,223 474,188 580,432 594,769 488,349 555,728 811,961 950,945 2 { 702,838 2 { 702,838 2 { 702,838 2 { 513,787 6,957,771 St. Louis 1872. (530 m.)	1873. (1,310 m.) \$334,715 422,716 555.005 589,236 \$805,799 (1834,320 767,800 1,193,209	Jan Feb Mar April May June July Aug Sept Oct Nov Dec	1872. (433 m.) \$81,299 91,138 95,853 117,542 150,673 143,455 180,480 171,945 206,299 227,443 230,518 200,224 1,896,869	1873. (642 m.) \$207.874 224,393 256,719 263,585 250,934 249,342 302,881 329,000 403,781	1872. (517 m.) 1873. (517 m.) 4 \$320.696 (255.471 245.860 178.154 180.127 250.856 200.757 250.856 344.323 340.056 2,952.004 001., P.& W 1872. (248 m.) \$108.188	1873. (517 m.) \$312,848 265,628 260,127 227,325 184,037 149,093 202,605 215,426 6 1873. (248 m.)	1872. (393 m.) \$273,024 235,990 288,852 273,920 283,371 262,326 222,862 294,243 356,845 445,187 294,150	1873. (393 m.) \$277,776 246,805 382,849 333,236 310,785 282,302 255,424 301,988 871,844	1872. (471 m.) \$246,831 237,776 327,400 295,161 269,555 286,738 265,900 316,196 317,916 384,193 326,667 260,404 3,575,066	1873. (471 m.) (471 m.) (471 m.) (471 m.) (472 m.) (471 m
1872. (284 m.) \$152,578 142,407 150,784 145,858 158,718 144,550 162,521 191,841 298,977 207,911 204,196 2,023,927  St. L. & S.	1873. (284 m ) \$170.0° 162.5° 180.4° 190.5° 180.4° 190.5° 185.9° 181.8° 173.4° 203.5°	1872 3 \$505.5i \$505.5i \$505.5i \$67 659.5i \$2 607.6i \$3 593.6i \$3 593.6i \$3 593.6i \$3 595.3i \$68 505.8i \$69 580.9i \$4 667.8i \$50.5i \$616.0i \$576.7i \$6,988,4i	. 1873. ) (788 m.) 36 \$475,897 542,008 33 690,017 86 675,840 11 679,333 14 603,953 14 603,953 14 603,953 14 603,953 15 581,168 16 581,168 17 18 18 18 18 18 18 18 18 18 18 18 18 18	1872. (1,018 m.) \$460,985 \$87,565 426,223 474,188 550,432 559,479 555,728 \$11,961 950,945 \$702,838 \$702,838 \$1,781 1872. (530 m. \$228,830 211,057	1873. (1,310 m.) \$334,715 422,716 555.005 589,236 \$805,799 (1834,320 767,800 1,193,209	Jan Feb Mar April May June July Aug Sept Oct Nov Dec	1872. (433 m.) \$81,299 91,138 95,853 117,542 150,673 143,455 180,480 171,945 206,299 227,443 230,518 200,224 1,896,869	1873. (642 m.) \$207.874 224,393 256,719 263,585 250,934 249,342 302,881 329,000 403,781	1872. (517 m.) (1872. (517 m.) (1872. (517 m.) (1872. (187	1873. (517 m.) \$312,848 265,628 260,127 227,325 184,037 149,093 202,605 215,426 6 1873. (248 m.)	1872. (393 m.) \$273,024 235,990 288,852 273,920 283,371 262,326 222,862 294,243 356,845 445,187 294,150	1873. (393 m.) \$277,776 246,805 382,849 333,236 310,785 282,302 255,424 301,988 871,844	1872. (471 m.) \$246,831 237,776 327,400 295,161 269,555 286,738 265,900 316,196 317,916 326,667 260,404 3,575,066	1873. (471 m.) (471 m.) (471 m.) (471 m.) (472 m.) (471 m
1872. (284 m.) \$152,578 142,407 150,784 145,858 158,718 144,550 162,521 191,841 294,196 2,023,927  St. L. & S. 1872.	1873. (284 m ) \$170.0° 162.5° 180.44° 190.5° 185.9° 181.8.9° 181.8.173,4° 203,5°	1872 1.) (715 m 23 \$505,5 t \$5 \$505,6 t \$6 \$607,6 t \$3 \$593,6 t \$6 \$505,8 t \$6 \$505,8 t \$6 \$505,8 t \$6 \$505,8 t \$6 \$505,8 t \$6 \$750,7 t \$76,7 t \$77,7 t \$177,707 t \$156,392	1873. 1788 m.) 1788 m.) 185 \$475,897 186 675,840 11 679,333 14 603,935 18 581,169 19 763,481 33 763,481 34 779 1873. 1873. (212 m.) 1873. (212 m.) 1873.	1872. (1,018 m., 1849, 985 387, 565 387, 565 387, 565 387, 565 387, 565 590, 432 590, 496 565, 722 819 519, 916 513, 787 711 St. Louis 1872. (530 m., \$228, 830 211, 087 260, 194 \$228, 830 211, 087 260, 194 \$288, 830 211, 087 260, 194 \$288, 830 211, 087 260, 194 \$288, 830 211, 087 260, 194 \$288, 830 211, 087 260, 194 \$288, 830 211, 087 260, 194 \$288, 830 211, 087 260, 194 \$288, 830 211, 087 260, 194 \$288, 830 211, 087 260, 194 \$288, 830 211, 087 260, 194 \$288, 830 211, 087 260, 194 \$288, 830 211, 087 260, 194 \$288, 830 211, 087 260, 194 \$288, 830 211, 087 260, 194 \$288, 830 211, 087 260, 194 \$288, 830 211, 087 260, 194 \$288, 830 20, 194 260, 19	1873. (1,310 m.) \$334,715 422,716 555.005 589,236 \$805,799 (1834,320 767,800 1,193,209	Jan Feb Mar April May June July Aug Sept Oct Nov Dec	1872. (433 m.) \$81,299 91,138 95,853 117,542 150,673 143,455 180,480 171,945 206,299 227,443 230,518 200,224 1,896,869	1873. (642 m.) \$207.874 224,393 256,719 263,585 250,934 249,342 302,881 329,000 403,781	1872. (517 m.) (8320,696 to 255,417 to 255,417 to 255,417 to 245,390 to 178,154 to 180,127 to 155,526 to 200,757 to 250,856 306,448 344,333 340,056 2,952,004 to 1., P.& W 1872. (248 m.) (248 m.) (439 to 100,439 to 100,43	1873. (517 m.) \$312,848 295,528 280,127 227,225 184,037 148,631 149,093 202,605 3 15,226 187,527 1878. (248 m.) \$79,591	1872. (393 m.) \$273,024 235,980 228,852 273,920 223,371 262,326 222,862 294,243 356,845 445,187 294,150	1873. (393 m.)	1872. (471 m.). \$246,83 (287,776 ) \$27,40 (295,166 ) 269,556 (269,556 ) 265,906 316,196 326,667 260,40 ) 37,916 (1972. (1038 m.). \$273,936 554,115 556,561	1873. (471 m.) \$227,897 \$ 267,897 \$ 261,346 \$ 341,4683 \$ 320,991 \$ 327,600 \$ 272,600 \$ 287,734 \$ 335,083 \$ 388,098  1
1872. (284 m.) \$152,578 142,407 150,784 145,858 158,718 144,550 162,521 191,841 294,196 2,023,927  St. L. & S. 1872.	1873. (284 m \$170.0i 162,5i 180.44 190,5i 180.44 190,5i 185.9i 181.8i 173,4i 203,5	1872 1.) (715 m 23 \$505,5 t \$5 \$505,6 t \$6 \$607,6 t \$3 \$593,6 t \$6 \$505,8 t \$6 \$505,8 t \$6 \$505,8 t \$6 \$505,8 t \$6 \$505,8 t \$6 \$750,7 t \$76,7 t \$77,7 t \$177,707 t \$156,392	1873. 1 (788 m.) 1 (8 m.) 1 (8 m.) 1 (9 m.) 1 (1	1872. (1,018 m	1873. (1,310 m.) \$334,715 422,716 555.005 589,236 \$805,799 (1834,320 767,800 1,193,209	Jan Feb Mar April May June July Aug Sept Oct Nov Dec	1872. (433 m.) \$81,299 91,138 95,853 117,542 150,673 143,455 180,480 171,945 206,299 227,443 230,518 200,224 1,896,869	1873. (642 m.) \$207.874 224,393 256,719 263,585 250,934 249,342 302,881 329,000 403,781	1872. (517 m.) (8320,666 to 255,471 to 245,471 to 245,4	1873. (5:17 m.) \$312,848 265,628 280,127 227, 225 184,037 148,691 149,093 202,605 215,426	1872. (393 m.) \$273,024 235,980 228,852 273,920 223,371 262,326 222,862 294,243 356,845 445,187 294,150	1873. (393 m.)	1872. (471 m.) \$246,83( 237,775 327,400; 295,166; 296,555; 286,785; 317,916 384,195 326,667 260,404 3,575,066 Unio 1872. (1038 m.) \$273,936 534,115 565,861 741,802	1873. (471 m.) \$227,897 \$267,897 \$261,346 \$344,683 \$361,346 \$344,683 \$372,690 \$372,6
1872. (284 m.) \$152,578 142,407 150,784 145,858 158,718 144,550 162,521 191,841 294,196 2,023,927  St. L. & S. 1872.	1873. (284 m \$170.0i 162,5i 180.44 190,5i 180.44 190,5i 185.9i 181.8i 173,4i 203,5	1872 1.) (715 m 23 \$505,5 t \$5 \$505,6 t \$6 \$607,6 t \$3 \$593,6 t \$6 \$505,8 t \$6 \$505,8 t \$6 \$505,8 t \$6 \$505,8 t \$6 \$505,8 t \$6 \$750,7 t \$76,7 t \$77,7 t \$177,707 t \$156,392	1873. 1 (788 m.) 1 (788 m.) 1 (788 m.) 1 (788 m.) 165 \$4715,897 187 675,840 11 679,333 14 603,957 19 763,481 33 1873.	1872. (1,018 m	1873. (1,310 m.) \$334,715 422,716 555.005 589,236 \$805,799 (1834,320 767,800 1,193,209	Jan Feb Mar April May June July Aug Sept Oct Nov Dec	1872. (433 m.) \$81,299 91,138 95,853 117,542 150,673 143,455 180,480 171,945 206,299 227,443 230,518 200,224 1,896,869	1873. (642 m.) \$207.874 224,393 256,719 263,585 250,934 249,342 302,881 329,000 403,781	1872. (517 m.) (8320,666 to 255,471 to 245,471 to 245,4	1873. (517 m.) \$312,848 295,639 280,127 227,225 184,037 148,631 149,033 202,605 215,426 (418' W. T. 1873. (248 m.) \$73,591	1872. (393 m.) \$273,024 235,980 228,852 273,920 223,371 262,326 222,862 294,243 356,845 445,187 294,150	1873. (393 m.) \$277.776 246,805 382,849 383,236 310,785 282,302 255,124 301,988 371,344 b. & W. 1873. (628 m.) \$370,290 405,110 446,527 470,598	1872. (471 m.) \$246,836 237,776 327,406 295,166 266,738 266,738 266,738 266,667 326,667 260,404 3,575,066 Unio 1872. (1038 m.) \$273,936 534,115 565,881 741,802 890,444 890,448 890,44	1873. (471 m.) \$227,897 \$267,897 \$261,346 \$344,633 \$361,346 \$344,633 \$372,600 \$372,600 \$382,098 \$382,098 \$382,098 \$382,098 \$382,098 \$382,098 \$382,098 \$382,098 \$382,098
1872. (284 m.) \$152,578 142,407 150,784 145,858 158,718 144,550 162,521 191,841 294,196 2,023,927  St. L. & S. 1872.	1873. (284 m \$170.0) \$170.0) \$170.0) \$162.5; \$180.44 \$190.5; \$185.66 \$185.96 \$181.8 \$173,4, \$203,5.  East. \$1873. \$231,126 \$101,825 \$114,423 \$110,1710 \$119,753	1872 1.) (715 m 23 \$505,5 t \$5 \$505,6 t \$6 \$607,6 t \$3 \$593,6 t \$6 \$505,8 t \$6 \$505,8 t \$6 \$505,8 t \$6 \$505,8 t \$6 \$505,8 t \$6 \$750,7 t \$76,7 t \$77,7 t \$177,707 t \$156,392	1873. 1 (788 m.) 1 (8 m.) 1 (8 m.) 1 (90,011	1872. (1,018 m	1873. (1,310 m.) \$334,715 423,716 555,005 (569,236,2605,799 929,210 1834,320 767,800 1,193,209 1,193,209 220,618 229,918 220,618 229,924 231,886 219,051 199,958	JanFebMayJuneJulyAugSeptOetNovDecYearFebMarAprilMayJune	1872\ (433 m.).\ 881,299 91,138 95,853 117,542 150,673 143,455 206,299 227,443 230,518 200,224 1,896,869  8t. L. A. 1872\ (337 m.).\ \$166,075 140,552 165,392 165,392 149,539	1873. (642 m.) (642 m.) (642 m.) (642 m.) (8207.874 224, 389 256, 719 256, 555 250, 934 249, 342 302, 881 302, 881 302, 881 375, 875 m.) (8144, 209 169, 454 177, 515 170, 218 160, 248 165, 260	1872. (517 m.) (1872. (517 m.) (1872.	1878. (517 m.) \$312,848 255,638 280,127 227,235 184,037 148,603 202,605 215,426 (487 m.) 1878. (487 m.) 1878. (487 m.)	1872. (393 m.)	1873. (393 m.)	1872. (471 m.) \$246,83( 237,773 327,400 295,16( 295,16( 295,5) 286,733 265,90( 316,19) 317,91( 384,193 326,667 260,404 3,575,06(  Unio 1872. (1038 m.) \$273,98( \$273,98( 534,115 565,861 741,803 890,444	1873. (\$227,897 \$227,897 \$261,346 \$346,633 \$261,346 \$346,633 \$320,991 \$310,521 \$372,600 \$327,901 \$325,093 \$325,093 \$35,093 \$36,098 \$374,925 \$491,783 \$70,825 \$491,783 \$70,825 \$491,783 \$70,825 \$81,266 \$21,007,881
1872. (284 m.) \$152,578 142,407 150,784 145,858 158,718 144,550 162,521 191,841 294,196 2,023,927  St. L. & S. 1872.	1873. (284 m	1872 1.) (715 m 23 \$505,5 t \$5 \$505,6 t \$6 \$607,6 t \$3 \$593,6 t \$6 \$505,8 t \$6 \$505,8 t \$6 \$505,8 t \$6 \$505,8 t \$6 \$505,8 t \$6 \$750,7 t \$76,7 t \$77,7 t \$177,707 t \$156,392	1873. 1878. 1 (788 m.) 1 (788 m.) 1 (788 m.) 1856. 1475.897 186 675.840 11 679.333 14 603.935 18 581.169 19 763,481 33 763,481 33 779  1878. 1878. 1878. 1878. 1878. 1878. 1878. 1878. 1878. 1878. 1878. 1878. 1878.	1872. (1,018 m	1873, (1,310 m.),	JanFebMayJuneJulyAugSeptOctNovDecYearJanFebMarAprilMayJuneJulyJuneJulyJuneJulyJuneJulyJuneJulyJuneJulyJulyJulyJulyJuly	1872. (433 m.) \$81,299 91,138 95,853 117,542 150,673 143,455 180,480 171,945 200,224 1,896,869 8t. L. A. 1872. (337 m.) 140,552 150,592 154,641 147,540 149,833 130,145	1873. (642 m.) \$207.874 \$24, 398 \$256, 719 \$263,555 \$250, 394 \$249, 342 \$302, 881 \$29,000 \$403,781 \$275. \$144, 209 \$144, 209 \$144, 209 \$144, 209 \$15, 582 \$151, 582 \$1	1872. (517 m.) (8320,666 to 255,471 (245,360 to 178,154,360 to 178,154,360 to 178,154,362 to 200,757 (250,856 306,448 344,332 360,056 2,952,004 (01, P.& W 1872. (248 m.) (248 m.) (191,1794 41,522 90,070 91,7794 94,522 90,070 90,70 90,070	1878. (517 m.) \$312,848 295,639 290,127 227,225 184,037 148,691 149,093 202,605 215,426 1873. (248 m.) \$79,591 114,601 114,601 114,601 108,038	1872. (393 m.)	1873. (393 m.)	1872. (471 m.) \$246,836 237,776 327,400 295,166 269,55; 1286,738 265,90 316,199 326,667 260,400 3,575,066 Unio 1872. (1038 m.) \$273,936,534,115 565,861 741,802 890,444 835,455 743,386 744,386 744,386 744,386 744,386 744,386 744,386 744,386 744,386 744,386 744,386 744,386 744,386 744,38	1873. (\$227,897 \$227,897 \$261,346 \$346,633 \$261,346 \$346,633 \$320,991 \$310,521 \$372,600 \$327,901 \$325,093 \$325,093 \$35,093 \$36,098 \$374,925 \$491,783 \$70,825 \$491,783 \$70,825 \$491,783 \$70,825 \$81,266 \$21,007,881
1872. (284 m.) \$152,578 1412,407 150,784 145,885 158,718 144,550 162,531 191,841 208,977 207,971 204,196 2,029,927  St. L. & S. 1872. \$36,840 47,554 41,407 39,241 38,875 43,461 42,258 96,842	1873. (284 m \$170.0) 162.5; 180.44 190.5; 185.66 (185.9 181.8 173.4 203.5. 1873. 1873. 1873. 1971. 1971. 1975. 110.1825. 114.422 110.1825. 114.1873. 110.1825. 114.1873. 110.1825. 114.1873. 110.1825. 114.1873. 110.1825. 114.1873. 110.1825. 114.1873. 110.1825. 114.1823. 110.1825. 114.1823. 110.1825. 114.1823. 110.1825. 114.1823. 110.1825. 110.182	1872 1873 1875 1877 1875 1877 1877 1878	1873. 1 (788 m.) 1 (788 m.) 1 (788 m.) 1 (788 m.) 168 \$415,897 18 675,840 11 679,333 14 603,957 18 576,790 19 763,481 1873. 1873. 1873. 1873. 1873. 193. 146,160 163,254 229,250 208,140 230,300 178,867 201,190	1872. (1,018 m	1873, (1,310 m.),	JanFebMayJuneJalyAugSeptOetNovDecYearFebMarAugJuneJulyAugJulyAugJulyAugAugAugAugAugAug	1872. (433 m.) (811,299 91,138 95,853 117,542 150,673 143,445 296,299 227,443 230,518 200,224 1,896,869 <b>8t. L. A.</b> 1872. (337 m.) \$166,079 149,552 165,392 154,641 147,540 149,833 130,145	1873. (642 m.) \$207.874 \$247.898 \$256.719 \$263.555 \$250.934 \$249.934 \$302.900 \$4403.781 \$873. (3877 m.) \$144.200 \$177.515 \$170.218 \$155.260 \$151.582 \$181.863.	1872. (517 m.) (1872. (517 m.) (1872.	1878. (517 m.) \$312,848 255,632 280,127 227,235 184,037 148,037 149,033 202,605 215,426 (487 m.) 1873. (487 m.) 1873. (487 m.)	1872. (393 m.)	1873. (393 m.)	1872. (471 m.) \$246,836 297.40-6 295,166 266,736 266,736 266,736 316,196 326,667 260,404 3,575,066 Unio 1872. (1038 m.) \$273,936 4115 565,861 741,803 890,443 895,455 743,385 743,385 748,565 743,385 748,565 748,385 748,565	1873. (471 m.) \$227,897 \$261,346 \$261,346 \$341,683 \$261,346 \$341,683 \$329,991 \$321,991 \$322,993 \$323,993 \$324,998 \$324,998 \$325,993 \$325,9
1872. (284 m.) \$152,578 142,407 150,784 145,889 158,718 164,559 162,521 191,841 208,977 207,911 204,196 2,029,927  St. L. & S. 1872. \$36,840 37,514 41,407 39,241 41,407 39,241 42,238 96,842 610,972	1873. (284 m	1872  1873  1874  1875  1876	1873. 1 (788 m.) 1 (788 m.) 1 (788 m.) 1 (788 m.) 165 \$\frac{4475,897}{4475,897} 186 675,840 11 679,333 14 603,925 18 581,169 18 576,3481 13	1872. (1,018 m	1873. (1,310 m.) \$334,715 423,716 555,005 (569,234,715 428,716 555,005 (769,234,716 767,800 767,800 1,193,209 1,193,	Jan Feb Mar April May June July Aug Sept Nov Dec Year  Jan Feb Mar April May June July Aug Sept Sept Sept Sept Sept Sept Sept Sept	1872. (433 m.) §81,299 91,138 95,853 117,542 150,673 143,455 180,480 171,945 200,224 1,896,869 8t. L. A. 1872. (337 m.) 1872. (337 m.) 140,552 156,392 154,641 147,540 149,833 130,145 167,496	1873. (642 m.) \$207.874 \$24, 398 \$256, 719 \$263,555 \$250, 934 \$249, 342 \$302, 881 \$329,000 \$403, 785 \$144, 209 \$159, 454 \$117, 515 \$170, 218 \$180, 218 \$180,	1872. (517 m.) (8320, 666 st.) (517 m.) (8320, 666 st.) (818, 125, 116 st.) (12 st.) (13 st.) (13 st.) (14 st.) (15 st.)	1873. (5:17 m.) \$312,848 25,632 260,127 227,225 184,037 148,631 149,033 202,605 215,426 3 1114,601 114,601 114,601 1108,038 130,292	1872. (393 m.)	1873. (393 m.)	1872. (471 m.) \$246,83(	1873. (471 m.) \$227,897 \$267,897 \$261,346 \$344,683 \$261,346 \$344,683 \$372,600 \$372,6
1872. (284 m.) \$152,578 142,407 150,784 145,889 148,189 144,550 162,521 191,841 298,977 297,911 204,196 2,029,927  St. L. & S. 1872. \$36,840 37,514 41,407 39,241 28,875 43,461 28,875 43,475 4	1873. (284 m	1872 1873 1873 1874 1715 1715 1715 1715 1715 1715 1715 17	1873. 1 (788 m.) 1 (788 m.) 1 (788 m.) 1 (788 m.) 165 \$\frac{4475,897}{4475,897} 186 675,840 11 679,333 14 603,925 18 581,169 18 576,3481 13	1872. (1,018 m	1873. (1,310 m.) \$334,715 422,716 555,005 (256) 238,475 428,716 555,005 (256) 239,210 (256) 239,210 (256) 239,210 (256) 239,210 (256) 239,210 (256) 240,618 229,924 231,886 219,051 199,958 201,799 251,313 286,244	JanFebMayJulyAugSeptGetMarAprilMayJuneJuneJuneJuneJuneJuneJulyAugSeptGetOct	1872\ (433 m.).\ (811,299 91.138 95.83\ 117.532 150.673 143.485 180.480 171.945 200.224 171.945 200.224 1,896.869 227.443 172\ (337 m.).\ (140.552 165.392 165.392 165.393 130.145 167.496 177.985 201.648 201.648 177.985 201.648 177.985 201.648 177.985 201.648 20	1873. (642 m.) \$207.874 \$24,389 256,719 263,555 270,934 249,342 300,2881 329,000 (403,781 267 267 267 267 267 267 267 267 267 267	1872. (517 m.) (8320,666 to 255,471 to 245,360 to 178,154,360 to 178,154 to 158,526 to 290,757 250,856 306,448 343,332 360,056 2,952,004 to 1, P.& W 100,489 100,456 to 100,499 101,456 to 100,499 107,456 to 102,191 117,904 290,070 127,852 114,488 115,140	1873. (517 m.) \$312,848 25,632 260,127 227,225 255,184,037 148,631 149,033 202,605 215,426 (317,426 1873. (348 m.) \$79,591 114,603 1108,038 110,932 128,161	1872. (393 m.)	1873. (393 m.)	1872. (471 m.) \$246,83( 287,140 to 287,177 327,40 to 285,166 286,73( 286,73( 286,73) 317,91( 384,19) 326,667 2260,40 d. 3,575,060 1872. (1038 m., \$273,98 1741,80 \$90,44 \$85,45 \$65,861,741,80 \$90,44 \$85,45 \$65,863,75 \$66,875 \$98,76 \$863,75 \$980,70 \$80,00 \$1,0	1873. (471 m.) \$227,897 \$261,346 \$341,683 \$261,346 \$341,683 \$372,690 \$372,690 \$372,690 \$372,690 \$372,690 \$372,690 \$373,734 \$376,833 \$387,878 \$377,831 \$387,878
1872. (284 m.) \$152,578 142,407 150,784 145,889 148,189 144,550 162,521 191,841 298,977 297,911 204,196 2,029,927  St. L. & S. 1872. \$36,840 37,514 41,407 39,241 28,875 43,461 28,875 43,475 4	1873. (284 m \$170.0: 162,5: 180,4: 190,5: 185,6: 185,9: 185,9: 185,13: 173,4: 203,5: 1873. (358 m.) \$83,126 101,825 114,423 110,710 119,755 119,019 99,524 118,162	1872  1873  1873  1874  1875  1874  1875	1873. 1 (788 m.) 1 (788 m.) 1 (788 m.) 1 (788 m.) 1 (88 m.) 1 (8 m.) 1 (8 m.) 1 (8 m.) 1 (9 m.) 1 (9 m.) 1 (1 m	1872. (1,018 m	1873, (1,310 m.) \$334,715 423,716 555,005 (569,234 67 65,509 67 67 67 67 67 67 67 67 67 67 67 67 67	Jan Feb Mar April May June July Aug Sept Oct Nov Bec Year  Jan Feb Mar April May June July Aug Sept Oct Nov Oct Nov	1872. (433 m.) (81,299 91,138 95,853 117,542 150,673 143,455 180,480 171,945 200,629 227,443 230,518 200,224 1,896,869 8t. L. A. 1872. (337 m.) (357 m.) (140,552 156,392 154,641 147,540 149,853 130,145 167,496 177,085 201,648 178,169 178,169 178,169 177,085 201,648 178,169 178,169 178,169 178,169 177,085 201,648 178,169 178,	1873. (642 m.) \$207.874 \$24, 398 \$256, 719 \$263,555 \$250, 393 \$249, 342 \$302, 881 \$329,000 \$403, 781 \$450, 781 \$167, 515 \$170, 218 \$169, 454 \$177, 515 \$170, 218 \$165, 260 \$178, 502 \$181,863 \$178, 502 \$184, 502 \$178, 502 \$184, 502 \$178, 502 \$184, 502 \$178, 502 \$184,	1872. (517 m.) (8320, 669 to 255, 471 (245, 360 to 178, 154 (345 to 178, 154 (345 to 189, 127 to 154, 445 to 155, 526 to 199, 0.55 (250, 556 2, 952, 004 to 1, P.& W. 1872. (248 m.) (248 m.) (494, 522 90, 075 117, 904 94, 522 90, 070 127, 852 114, 488 115, 140 103, 110 03, 110	1873. (517 m.) \$312,848 265,629 260,127 227,225 184,037 149,691 202,605 215,426 3 1873. 1873. 1873. 1873. 1873. 197,591	1872. (393 m.) . (395	1873. (393 m.)	1872. (471 m.) \$246,83(	1873. (471 m.) \$227,897 \$267,897 \$261,346 \$344,683 \$261,346 \$344,683 \$372,600 \$372,6
1872. (284 m.) \$152,578 1412,407 150,784 145,885 158,718 164,550 162,521 191,841 294,196 2,023,927  \$1. L. & S. 1872. \$36,840 37,514 41,407 39,241 38,875 43,461 42,258 96,842 \$100,272 £18,058	1873. (284 m \$170.0i 162,5; 180.44 190.5; 185.96 185.99 181.8, 173.4 203,5 114,42 101,825 114,42 119,738 119,739 199,542 113,142	1872 1873 1873 1874 1715 1715 1715 1715 1715 1715 1715 17	1873. 1 (788 m.) 1 (788 m.) 1 (788 m.) 1 (788 m.) 165 \$\frac{4475,897}{4475,897} 186 675,840 11 679,333 14 603,925 18 581,169 18 576,3481 13	1872. (1,018 m	1873, (1,310 m.) \$334,715 423,716 555,005 (569,234 67 65,509 67 67 67 67 67 67 67 67 67 67 67 67 67	JanFebMayJulyAugSeptGetMarAprilMayJuneJuneJuneJuneJuneJuneJulyAugSeptGetOct	1872\ (433 m.).\ (811,299 91.138 95.83\ 117.532 150.673 143.485 180.480 171.945 200.224 171.945 200.224 1,896.869 227.443 172\ (337 m.).\ (140.552 165.392 165.392 165.393 130.145 167.496 177.985 201.648 201.648 177.985 201.648 177.985 201.648 177.985 201.648 20	1873. (642 m.) \$207.874 \$24,389 256,719 263,555 270,934 249,342 300,2881 329,000 (403,781 267 267 267 267 267 267 267 267 267 267	1872. (517 m.) (8320,666 to 255,471 to 245,360 to 178,154,360 to 178,154 to 158,526 to 290,757 250,856 306,448 343,332 360,056 2,952,004 to 1, P.& W 100,489 100,456 to 100,499 101,456 to 100,499 107,456 to 102,191 117,904 290,070 127,852 114,488 115,140	1873. (517 m.) \$312,848 25,632 260,127 227,225 255,184,037 148,631 149,033 202,605 215,426 (317,426 1873. (348 m.) \$79,591 114,603 1108,038 110,932 128,161	1872. (393 m.)	1873. (393 m.)	1872. (471 m.) \$246,83( 287,140 to 287,177 327,40 to 285,166 286,73( 286,73( 286,73) 317,91( 384,19) 326,667 2260,40 d. 3,575,060 1872. (1038 m., \$273,98 1741,80 \$90,44 \$85,45 \$65,861,741,80 \$90,44 \$85,45 \$65,863,75 \$66,875 \$98,76 \$863,75 \$980,70 \$80,00 \$1,0	1873. (471 m.) \$227,897 \$267,897 \$261,346 \$344,683 \$261,346 \$344,683 \$372,600 \$372,6
1872. (284 m.) \$152,578 142,407 150,784 145,889 148,189 144,550 162,521 191,841 298,977 297,911 204,196 2,029,927  St. L. & S. 1872. \$36,840 37,514 41,407 39,241 28,875 43,461 28,875 43,475 4	1873. (284 m \$170.0: 162,5: 180,4: 190,5: 185,6: 185,9: 185,9: 185,13: 173,4: 203,5: 1873. (358 m.) \$83,126 101,825 114,423 110,710 119,755 119,019 99,524 118,162	1872  1873  1873  1874  1875  1874  1875	1873. 1 (788 m.) 1 (788 m.) 1 (788 m.) 168 m.) 168 m.) 168 m.) 168 m.) 169 m.) 178 m.) 187 m.)	1872. (1,018 m	1873, (1,310 m.) \$334,715 423,716 555,005 (569,234 676 569,236 6805,799 692,101 834,320 767,800 1,193,209 1,193,209 1,193,209 2,183,275 220,618 229,924 231,886 219,051 199,958 201,769 251,313 286,244	Jan Feb Mar April May June July Aug Sept Oct Nov Bec Year  Jan Feb Mar April May June July Aug Sept Oct Nov Oct Nov	1872. (433 m.) (81,299 91,138 95,853 117,542 150,673 143,455 180,480 171,945 200,629 227,443 230,518 200,224 1,896,869 8t. L. A. 1872. (337 m.) (357 m.) (140,552 156,392 154,641 147,540 149,853 130,145 167,496 177,085 201,648 178,169 178,169 178,169 177,085 201,648 178,169 178,169 178,169 178,169 177,085 201,648 178,169 178,	1873. (642 m.) \$207.874 224, 398 256, 719 263, 555 250, 934 249, 342 302, 881 329, 900 (403, 781 27, 515 170, 218 165, 260 177, 515 170, 218 170, 2	1872. (517 m.) (8320, 669 to 255, 471 (245, 360 to 178, 154 (345 to 178, 154 (345 to 189, 127 to 154, 445 to 155, 526 to 199, 0.55 (250, 556 2, 952, 004 to 1, P.& W. 1872. (248 m.) (248 m.) (494, 522 90, 075 117, 904 94, 522 90, 070 127, 852 114, 488 115, 140 103, 110 03, 110	1878. (5:17 m.) \$312,848 295,639 290,127 227,225 184,037 148,691 149,093 202,605 215,426 11878. (248 m.) \$79,591 114,601 108,038 130,292 128,161	1872. (393 m.) . (395	1873. (393 m.)	1872. (471 m.) \$246,83(	1873. (471 m.) \$227,897 \$267,897 \$261,346 \$344,683 \$261,346 \$344,683 \$372,600 \$267,734 \$35,093 \$382,098 \$35,093 \$35,093 \$35,093 \$35,093 \$376,293 \$491,783 \$76,823 \$96,863 \$76,823 \$76,823

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# The Commercial Times.

# COMMERCIAL EPITOME.

FRIDAY NIGHT, Oct. 31, 1873.

The failure of the house of Hoyt, Sprague & Co., which was announced yesterday, caused a renewal of distrust in financial and commercial circles similar to that produced by the suspension of Clews & Co a little more than a month ago. Its effect, however, in mercantile circles was not nearly so marked. There has been in the past month such a great shrinkage of values that there was some disposition towards a reaction, and to this feeling the failure of the above-named house acted only as a momentary check. The approach of inland navigation causes some of our leading staples to be held with more firmness and confidence, as it is anticipated that the supply of them on the seaboard during the winter months will be inadequate to the demand at late prices. This is seen in the course of wheatfand corn in the past two days.

The market for provisions has been generally depressed during the week, and prices, especially for bacon and lard for future delivery, have touched pretty low figures. Pork, on the contrary, has been less depressed, and it has been understood that the stocks in first hands have been pretty well concentrated. Beef has been in fair export demand, especially choice brands of city packed. Bacon on the spot has been scarce, and long clear has sold at 81 @81c.; but for future delivery there have been free sellers of long and short clear at 7@71c. for the winter months. Cut meats have been weak, but have not materially declined. Lard has been much depressed, with large sales for the future four or five months. Dressed hogs have been in better sppnly and have declined, the latest prices being the lowest in many months. Butter has been dull and cheese drooping. To-day the sales of pork embraced 500 bbls. for export at \$14 90@\$15. Bacon was reported sold 6% @7c. for long and short clear together, for December and January delivery. Lard declined to 74@78c. for prime Western steam on the spot, with large sales for the future, at 7 3-16@74c. for November, 74c. for December, 74c. for January, 7%c. for February, and 7%c. for March. Cheese was quoted at 14c. for fine factories.

Ocean freights have further advanced; the long voyages caused by heavy weather have reduced the supply of room in port, especially with vessels on the berth. In the last few days the Liverpool steamers have obtained \$\frac{4}{2}\text{d}\$, for cotton, \$14\frac{1}{2}\text{d}\$14\frac{1}{2}\text{d}\$, for wheat, \$60s\$, for cheese and \$70s\$, for bacon; and by sail, \$1\frac{1}{2}\text{d}\$, was paid for wheat and \$9.16\text{@\$\frac{1}{2}\text{d}\$}\$, for cotton; to London, by steam, \$15\text{d}\$, was paid for wheat and 4s. \$3d.\text{@4s}\$, \$6d.\$ for four; the charters for grain have been at 10s. to Havre, and 10s. \$3d.\text{@10s}\$, \$6d.\$ to Cork for orders; vessels with grain to direct Irish ports have been chartered at 9s. \$3d.\text{@9s}\$, \$9d.\$; petroleum charters have been dull and rates somewhat irregular. To-day, vessels to arrive were taken up to load grain to Cork for orders at 9s. \$1\frac{1}{4}\text{d}\$. \$\text{@9s}\$, \$9d.\$, but \$10s\$, \$4\frac{1}{2}\text{d}\$, was paid for a vessel in port. The Liverpool steamers accepted lower rates, and took grain at \$13\frac{1}{2}\text{@14d}\$.

The market for tobacco may be said, if we consider the general dulness, to have been fairly active. The sales of Kentucky leaf aggregate 600 hhds. for the week, of which 400 for export and 200 for home consumption. Lugs are quoted at 6½@7½c., and leaf 8@14c. Seed-leaf tobacco has also met with a fair demand, and sales have been: Crop of 1871, 150 cases sundries at 9@50c.; crop of 1872, 550 cases Connecticut and Massachusetts at 18@40c. for wrappers, 12@14c. for seconds, and 6c. for fillers; 100 cases New York at 10c.; 20 cases Pennsylvania at 7½c.; 500 cases Ohio at 7@7½c., and 80 cases Wisconsin on private terms. Spanish tobacco in but limited demand, and the sales have been only 300 bales Havana at 75@90c., and 50 do. Yara on private terms.

Petroleum is steady at 16c. for refined in bbls.; crude in bulk quiet at 5½c. Strained rosin has remained steady at \$2 85@2 90, with only a moderate business done. Spirits turpentine is firm at 42c. Tallow dull and lower at 7½c. for prime city. Whiskey firmer at 91c. Hops have been quiet and prices are lower at 43@ 50c. as in quality for new crop. Wool continues dull and prices unchanged. There has been no further decline in foreign fruits. and the demand is somewhat improved. Ingot copper nominal at 22@22½c. cash. Pig iron dull at \$35@36 for No. 1, and \$30@32 for No. 2 American. Hides have been quiet and prices a little weak. Leather also dull and depressed. New clover-seed dull and lower at 84@9c. Linseed oil lower at 95@96c.; menhaden oil 374c.

Exports of Leading Articles from New York.

The following table, compiled from Custom House returns, shows the exports of leading articles from the port of New York since January 1, 1873, to all the principal foreign countries, and also the totals for the last week, and since January 1. The last two lines show total values, including the value of all other articles besides those mentioned in the table.

me d	ne no	9 1	m 10%	242	ti	8	ne	ed	i III	n	th	1000	ti	479 da	013 el	. 129	185	202	188	914	065	200	786	621	370	149	000	818	151	585	340	042	195	900
e Sa	ti.	18	923.	162,	9,909,	618,	22	31,	23,099,	149	40	8	966	54.479	5,	19,	393,	16,	880,	20, 114,	65.8	138	187	.69	1,557,	42	4 499	1,900.	505	49.	110.	7,270,	122,	104 690
Total sinc	January 1	1873.	1,270,745	152,297	21,471,963	891,583	40,040	32,847	12,325,746	100,994	51,130	868,99	23,000	60.184	7,939	17.562	372,085	20,150	1,010,226	18,344,509	200,000	169,695	150.334	79,414	2,490,183	30,956	817,454	1,010,003	508.649	85,686	45,168	7,205,088	143,541	244,407,077
Total	this	week.	46,637	3,127	1,116,121	58,045		20	585,959	834	231	600	1,021	1.057		225	4,164	330	48,736	2,00*,00*	:::	2 052	3.875	1,361	22,909	427	14,440	0 000	14,176	1,999	2,119	112,384	:::	5,404,434
	All oth.	Ports	12,638	176	30,242	:::	****	****	17.466	159	1,144	356	40	2 144	328	1,138	4,096	224	000,000	4,805,010		9.790	2.829	522	45	205	101	1,080	827	869	204	294,347		2,519,301
	Other 8.	American.	63,366	153	6,00%		::	16	30,032	787	9,542	12,391	. 40	99.001	31	4,265	14,808	491		1,707,900	040	7 798	1.599	1,293	53	4.748	480	86,048	8.411	328	9,166	578,756		0,294,480
		Brazil. 1	77,615	12	5,544	200	8	:	15,735		366	130	:	R ORK	2000	190	14,008	30		1,543,393		194	49	183		219	18	6,782	2		20	5,539		2,760,073
	British	Guiana.	36,113	8,570	:	:		75	18.200	9.959	360	:	:		9	20.00	44	150		74,548	1,300	000	2 400	3,104	12	186	1,049	4,420	15	49	:	19,083	::	763, 235
	Mex-	ico.	188	::	:	::	:	:	32,769	::	251	1,308		0 801	100,	37	26	137		325,654	1,400	176	710	: :	90	251	163		203	-	20	6,084		1,501,429
	Other W.	Indies.	276,710	91,253	3,400		:	27,780	167,705	55,691	28,165	5,873	143	2 906	200	124	108	995		769,102	200	900	94,704	11.372	588	8,843	5,101	24,043	12.55	222	1.777	461,976		6,402,948
		Hayti.	99,276	188	:	:		1.059	1,035		10,064	487		440	4	10	10	178		59, 182	: : :	200	1,23	1.456	55	2,487	306	9,369	10,020	307	9,882	3,988		3,051,867
AY 1 TO-							30	3,290	229,389		1,040	16,130		4 077	15	536	642	1,081	000	1,395,322	200	086	949	994	35,991	2,641	11.5	153,715	23,501	2000	139	378,917		7,743,835
OE JANUAL	Br. N. A.	Colonies.	154,496	56,529	::	::		200	65,260	:	10	6,013	10		108	259	1.804	1,505	88	73,228			99,520	4,194	24	1,269	248	299	250	606	1.330	158,879		4,580.061
ORTH BEEN	Aus-	bradia.	:		:								:		119,61	9 146	6.250	30	1,446	1,963,120		240	:			:		•	::	404	47	743.166		,884,000
ENG	China &	Japan.	4					197		273	180	2.696	:		080	304	55	134		1,818,629		:		012	OR.	4.0	:	25	***	:	:	39,756		1,113,524
	Other S.	Burope.	1.400	2006	107.358				189,195	-		150	1.558	908	410	1 444	40.171	100		16,255,067	:	:	:	0 1	7, 170	. :	:	5,294	16.000	10,003	4 355	146,493		8,469,751
		Spain.		3				:	: :			:	:		180		310	009		5,083,709	:		:		376	:	18	548	:	4 000	7,000	:		2,364,368
	Othor N	Europe.		:	:	1 000	1,000	:	1 978	200			1	2,591	24		48 465	20110	: :	23,711,686	:	***	351	:	105 445	140		178,369	90 945	30,00	916	2,780	3,057	9,562,027
	Con	many.	7 060	***	809 640	589 150	000,100	:	635,797	2000	18	:	15,149	2,138	662	9 130	84.841		94	20,257,136	::	47	8,044	2,514	439,404	1.200	96,378	368,453	40 012	17 808	13 800	81,161	26,207	
	Dollond	& Belg.	44 450	41,100	2 700 K46	256 908	000,000	:	181,586	200			3,227	1,388	18	080	96 644		: :	9,934,350 2		644		129	917 690			235,812	90 448	9 0 96	1,979	71,864		500,277 10491,98812,546,897 24,896,786
		France	00	2	7K1 29K 9	77.	::		968 996	000,000	:		498	6,178	21		516	0.00	: :	2,946,073			9,949	1,447	177 608		4	105,065	189 190	7 100	27	2,268	64,694	0491,98812
	-	Berthein	Whie 4 400 04E	0000	17 KR7 906	000	80 040	200,000	0.590.658	34,125	-		2,976	427,437	2,414	0000	12K 989	15,080	008,681	608,3151	:	387,348	133,418	47.4:0	1 492 691	8,331	712,490	340,946	991 909	89 440	2.931	*	50,588	3 500,277 1
1			hhle	, Pri	nah	huah	inah.	huah	bush.1	bush.	OKER.	tons.	bags.	seles.	JEE B.	Phile.	Abla	bbla	O The	padle.1	galls.	galle.	galls.	. 00 EF.	O The	O Tos.	O Tes.	O Tos.	MAR.	bhda	Sec.	De.	.BB.	313
		A.BETOLINE.	Decodates Thons	Com most	Wheat	Rec	Rerlow		000		Candles		Coffeeb	Cotton	Druge	Nexolet Co Thurs hills	Rosin hhlis	Tar		ils-Petroleum	Whale galls	Spermgalla	Lard Bade Phile Free	Roaf hhla &	Racon 100 The	Butter 100 fbs.	Cheese100	Lard 10	Rice	phage lost he h	to cane of the control of the contro	" manufactured	Whalebone The.	Total Values, 1873133 500,277

The following table, compiled from Custom House returns snows the toroign imports of leading articles at this port since Jan. 1, 1873, and for the same period of 1872 and 1871:

1, 1010, and for the same	berrou of 1012 and 1011.
The quartity is given in nackas	res when not otherwise specified

	Since Jan. 1 1873.	Same time 1872,	Same time 1871.		Since Jan. 1, 1873.	Same time 1872.	Same time 1871.
Thina, Glass and	-			Metals,&c			
Eartheuware-				Cutlery	5,954	6,920	6,207
China	16,727	17,415	14.293	Hardware	8,252	5,434	4,909
Earthenware	41,996		53,682	Iron, RR bars.	521,797	948.1 3	1,105,084
Glass	441.06)		490,504		286,667	292,128	490,399
Glassware	36,244		40,417	Spelter, lbs	4359,209	9,061,477	7,462,237
Glass plate	9,931	9,615	10,30	Steel	181,754	193,032	194,278
Buttons	4.853	5,313	5,510		908,638	888,588	902,384
Coal, tons	129 355	93,595	124,672	Tin slabs, lbs.	4688,376	5,976,058	5,633,442
Cocoa, bags	27,213	28,637	20,561	Rags	112,456	130,731	127,834
Coffee, bags	935,133	1,202,933	904,328	Sugar, hhds., tcs			
Cotton, bales	11,454	3,875	4,167	& bbis	506,399	406,710	400,768
Drugs, &c				Sugar, boxes &			
Bark, Peruvian.	14,509	31,996	25,262	bags	941,888	1,051,167	900,164
Blea powders	23,636	25,934	23,36	Tea	801,464	1,005,206	854,856
Brimstone, tons	22,184	18,431	89,714	Tobacco	57,101	59,967	41,315
Cochineal	7,160	4,955	10,093	Waste	8,980	4,738	3,940
Cream Tartar	1,834		2,486	Wines, &c			
Gambier	11,837	36,417	20,691	Champag'e,bks	137,650	151,592	141,677
Gum, Arabic	5,299	4,718	4,022	Wines	145,273	174,195	
Indigo	3,538	6,196	5,746	Wool, bales	41,720	89,186	70,145
Madder	667		2,379	Articles report-			
Oils, essential	597		482	ed by value-			
Oll, Olive	36,934	1,865	36,055	Cigars	1812,676	1,707,934	1.547,783
Opium	1,010	1,315	1,610	Corks	119.82;	98,599	75,279
Soda bi-carb	66,853	72,425	96,134	Fancy goods	1806,245	1,504.078	1,269,615
Soda sal	56,517		48,326	Fish	361,536	310,173	256,817
Soda, ash	47,896		40,195	Fruits &c			
Flax	6,367		10,735		810,383	633,205	
Furs	5,903		5,922	Oranges	1174,136		1,185,178
Gunny cloth	5,195	15,018	10,465		834,191	745,231	966,909
Hair	3,609		6,170	Raisins	977,092	1,221,008	641.561
Hemp, bales	106,854	135,528	105,082	Hides undressed	10062,729		105(5,769
Hides, &c				Rice	706,310	787,088	657,777
Bristles	1,539		1,832	Spices, &c			
Hides, dressed	9,978	17,340	15,328	Cassia	239,283	521,587	382.811
ndia rubber	47.1:1	41,092	85,012	Ginger	57,964	79,180	
vory	2,230	3,778	5,704	Pepper	120,545	440,731	236.441
Jewelry. &c			- 10	Saltnetre	3:6,384	157,698	209,750
Jewelry	3,224		4,385	Woods-			1
Watches	936		1.259	Cork	392,534	323,948	
nseed	551,459		786,213	Fustic	83,019		
Molasses	100,040	117,139	141,568		814,170	395,356	277,258
	1			Mahogany	118,140	124,772	92,066

# Receipts of Domestic Produce for the Week and since January 1. The receipts of domestic produce have been as follows:

	This week.	Since Jan. 1.	Same time '72.		This week.	Since Jan. 1.	Same time '72
Ashespkgs.	113	5,843	6,074	Pitch		1,894	1,741
Breadstuffs-				Oil cake, pkgs	2,686	158,137	126,116
Flour., bbls.	77.306	2,761,770	2,311,225	Oil, lard	****	1,687	5.066
Wheatbus.	1,352,266	26,193,672	10,563,275	Peanuts, bags	170	83,479	70,529
Corn	1,295,972	21,221,206	35,761,221	Provisions-			
Oats	4 44,095		10,787,509	Butter, pkgs	22,918	725 555	
Rye	46,173					1,694,572	1,441,200
Barley, &c	331,792		2,887.695	Cutmeats	3,68"	433,913	
Grass sd,bgs	1.128			Eggs	7,337	405,124	356,511
Beans, bbls.	1,224			Pork	551	122,875	114,016
Peas, bush	3,815					21,146	
C. meal. obls	5 672				5,180	335,091	
Cutton., bales.			531,317	Lard, kags		22.474	
Hemp bales.	186		5,004	Rice, pkgs	663		
Hides No.	17,122		576,125		5,858		272,819
Hopsbales.	1,213			Stearine	230		
Leather.sides	62,612	2,307,195		Sugar, bbls		1,1:8	758
Molasses. hds.			171	Sugar, hhds		681	
Do., bbls		23,065	31,326	Tallow, pkgs	1,545	41,083	
Naval Stores				Tobacco, pkgs	4,082		
Cr.turp bbls	11:	9,010		Tobacco, hhds	830		
Spirits turp.	637			Whiskey, bbls	6,021		
Rosin	8,410			Wool, bales	765	80,686	59,480
Tar	357	34.136	27,656	Dressed hogs, No.		93,812	80,248

# COTTON.

FRIDAY, P. M., Oct. 31, 1873.
By special telegrams received to-nightfrom the Southern ports, we are in possession of the returns showing the receipts, exports, &c., of cotton for the week ending this evening, Oct. 31. It appears that the total receipts for the seven days have reached 108,039 bales against 100,452 bales last week, 78,756 bales the previous week and 45,746 bales three weeks since, making the total receipts since the first of September, 1873, 470,078 bales against 646,989 bales for the same period of 1872, showing a decrease since September 1, 1873, of 176,911 bales. The details of the receipts for this week (as per telegraph) and for the corresponding weeks of the five previous years are as follows:

Received this week at-	1873.	1872.	1871.	1870.	1869.	1868.
New Orleans bales. Mobile Charleston Bavannah Texas Tennessee, &c Florida North Carolina. Virginia.	24,063 7,278 17,997 26,376 7,763 2,800 455 1,121 19,386	35.442 12,993 14,053 27,833 11,687 2,480 503 1,493 18,631	26,115 18,562 11,635 18,848 5,344 7,010 465 953 12,801	30.256 18,107 14,417 26,799 2,961 5,369 196 8,905 9,393	84,435 11,572 11,547 15,369 5,286 2,991 866 2,160 7,763	28.055 7.765 6,030 11,900 4,969 1,856 378 1.718 4,530
Total this week	108,039	120,465	96,705	106,406	95,269	66,598
Total since Sept. 1	470,078	646,989	459,111	542,745	530,746	825,127

The exports for the week ending this evening reach a total of 52,694 bales, of which 42,639 were to Great Britain, 5,534 to France, and 4,521 to rest of the Continent, while the stocks as made up this evening, are now 246,360 bales. Below are the exports and stocks for the week, and also for the corresponding

	R	xported	to-	Totalthis	Sama w'k	Stock.		
Week ending Oct. 81.	G. Brit.	G. Brit. France			1872.	1873.	1872.	
NewOrleans.	14,720	5,469	418	20,602	23,475	56,919	106,84	
Mobile	5,033	****		4,484 5,038	2,212	16,653	16,19	
Savannah			3,298	8,298	18,079	51.896	67,47	
Texas	2,142		****	2.142	1,004	17,444	85,40	
New York Other ports	16,061 194	65	100 710	16,161 969	13,8 4	58,101 27,000	29,86	
Total	42,639 124,188	5,531	10,145	52,691	54,541 248,789	246,860	278,62	

From the foregoing statement it will be seen that, compared with the corresponding week of last season, there is a decrease in the exports this week of 1,867 bales, while the stocks to-night are 31,760 bales less than they were at this time a year ago. The following is our usual table showing the movement of cotton at all the ports from Sept. 1 to Oct. 24, the latest mail dates.

	BECE SINCE S		EXPO	RTED SIN	Coast.			
PORTS.	1873.	1872.	Great Britain.	France.	Other For'gn.	Total.	wise Ports.	Stock.
New Orleans. Mobile	83,128 31 583 57,229 93,679 20,249 10,035 824 5,565 53,150 6,097	141,367 46,191 76,345 129,435 63,539 6,301 1,617 12,947 57,907 8;2	11,8:5 1,122 5,547 2,746 57,696 50 2,568	9,205 500 2,560 1,808 1,352	5,912  98 	26,932 500 3,682 7,355 2,746 59,146	22,586 18,629 87,018 48,255 9,009 824 5,116 44,932	52,161 18,252 21,960 39,611 13,164 45,002 1,522 7,113 17,000
Total this year	361,589		81,544	15,425	6,224	103,193	186,369	215,790
Total last year		526,524	120,699	44,021	24,508	189,228	260,058	258,998

During the past week there has been a further considerable decline in cotton on the spot. The downward tendency was marked and unvarying until the close of Wednesday's business, when middling uplands were quoted at 147, and low middling uplands at 14gc,, with sales reported on the basis of 14tc. This depression, like the decline of previous weeks, is the outgrowth of the financial derangements which have this week manifested themselves more decidedly in commercial circles. Our manufacturers have, during the week, made further progress in the movement for shorter time, many of the print mills shutting up entirely, while one of our most prominent houses in that department has failed. These facts have tended to reduce decidedly the spinning demand for cotton and to take away all disposition to speculate in it, while the difficulty of obtaining money with which to carry cotton in store has increased the pressure to sell. Shippers were also embarrassed by dull accounts from abroad and by the scarcity of freight room. On Thursday however, Liverpool was reported steadier, and as a result there was a reaction in this market and a recovery of &c.; and to-day, although there was less doing, the offerings were moderate, and the advance of yesterday was maintained. Only a portion of the receipts at this port have come upon this market, and yet it has been difficult to keep the wharves cleared. For future delivery there has been a great pressure to sell, and under the free offerthere has been a great pressure to sell, and under the free offerings prices rapidly declined, until about noon on Wednesday, when the lowest prices were made. But from these prices, and towards the close of the day, there was a recovery, and yesterday a pretty sharp advance took place, with some excitement in contracts for December and January, but to-day a portion of this advance was lost, and the close was flat. The prices for futures last reported were: For October, 14½c; for November, 14 11-32c; for December, 14 19-32c; for January, 14 25-32c.; for February, 15 3-16c.; for March, 15 9-16c.; for April, 15½c. The total sales of this description for the week are 141,450 bales, including — free on board. For immediate delivery the total sales foot up this week 12,807 bales, including 9,175 for export, 3,609 for consumption, 23 for speculation, and — in transit. Of the above 1,195 bales were to arrive. The following are the closing quotations: closing quotations:

Application of the second	Upland and Florida.	Mobile.	New Orleans.	Texas.
Ordinary per b. Good Ordinary Strict Good Ordinary Low Middling	14 @	13¼@ 14¼@ 14¾@ 14¼@	13¼@ 14¼@ 14¾@ 14¾@	13¼@ 14¼@ 14½@ 14¼@
Middling	15 @	15%@	15%@	1514 @

Below we give the sales of spot and transit cotton and price of Unlands at this market each day of the past week :

			SALES		1	PRIC	ES.		
	Exp't.	Con-	Spec- ula'n	Tran-	Total.	Ord'ry.	Good Ord'ry.	Low Midl'g.	Mid
Saturday	1.507	440	6		1,938	13%	14%	15	15%
Monday	1,255	830 517	17		1,602 2,827	13%	14%	14%	15%
Wednesday	1,665	914			2,5.9	18%	1336	14%	143
Thursday	1,972	631			2,749 1,597	1314	14	14%	143 15 15
Friday	300	001			1,000	10/4			-

For forward delivery the sales (including 1,000 free on board) have reached during the week 141,450 bales (all low middling or on the basis of low middling), and the following is a statement of the sales and prices:

For October.	pales. cts.	bales. Cts.	Dales. Cis.
bales. cts.	8 500	For December.	80014 29-32
1001414	1,300 14 7-16	200 14 9-32	80014 15-16
800 sett lem't.14%	10014 15-32	60014 5-16	3.500
1001436	7001414	200 14 1:-82	30015 1-32
100 s. n15	1,100 14 17-82	1.00014%	800
20015	90014 9-16	10014 13-82	20015%
200151/4	900 14 19-82	1,40014 7-16	2.900 15 3-16
200	2,500 14%	800,14 15-82	1.20015 7-32
1,000 total Oct.	20014 21-82	4 6001436	8.500
1,000 total oct.	50014 11-16	1,400 14 17-82	20015 9-32
For November.	1.100143	2,90014 9-16	50015 5-16
1,80014	100,14 25-32	1,80014 19-52	
2,000 14 1-16	80014 18-16	4,80014%	56,200 total Dec.
0.000		80014 21-82	For January.
2,000141	1,6001436	8,50 /14 11-16	10014 19-32
10014 5-32	1,20014 15-16	1.10014 28-32	2.00014%
60014 8-16	80014 81-32	4.100	200 14 21-82
60014 7-32	2,000	2,90014 25-82	2,20014 11-16
1,7001414	30015 1-82	6,000 14 18-16	70014 23-82
40014 9-82	1,40015 1-16	1,10014 27-82	2 50014%
1,80014 5-16		0.300	2,50014 25-32
: 50014 11-88	S1,000 total Nov,	8,700	Mail 111111111111111111111111111111111111

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1,522 7,113 17,000

215,790 258,996 rable Was ness. dling This owth

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cts. 4 29-32 4 15-16 ...15 15 1-32 15 1-16 ...15½ 15 3-16 15 7-32 ...15½ 15 9-32 15 5-16

bales.	ets.   bales. cts	bales. cts.	bales. cts.
8,40014 15 90014 25		10015 11-16	
2,700	5-16 50014 15-16	5   10,550 total Feb.	
50014 31	5 1,100	For March.	.5,700 total March.
1 (WW)	-36 1 100 10 1-06		For April.
2,00015 1	32 10015 3-32	100 15 7-32	10015 13-33 6,80015 ½
1,300	-32 20 15 3-16	10015 7-16	1,500153
300 15 8 1001	-10 1.000	40015 17-32	100 15 27-33
20	-10 1,100 10 0-10	90015 9-16	30016 3-16
1,30015 13	1.82 1.200	20015 31-32	200 16%
50015 7	5% 95915 7-16	10015 27-32	3,500 total April.
29 500 total Jan.	40015 9-16		

Eggu total Jan.

The sales during the week of free on board have reached 1,000 bales; the par ticulars of these sales are as below.

F, O. B. 1,900 at various Southern ports p. t.

The following will show the closing prices each day on the asis of low middling uplands, for the several deliveries named:

Fri.	Sat.	Mon.	Taes.	Wed.	Thurs.	Fri.
On anot 1514	15	1436	14%	1436	14%	141/4
On spot 1514 October 15 3-16	1514	1434	****	1436		141/2
	15	14% 14%	14 9-16	1436	14%	14 ½ 14 11-32
December, 15 3-16	₩ 15 3-18	14 27-32	14 25 32	14 7-16	14 11-16	14 19-32
January 15%	15 13-32	14 15-16	14 31-32	14 11-16	15	14 25-32
February 15 13-16	15%	1534	1514	1436	*1536	15 3-16
March 16	15 15-16	15 7-16	15%	15 1-16	*15%	15 9-16
April 16 7-16	16 3-16		15% 21,150	15 13-32	*15%	15% 17,800
Sales, future26,500	14,700	25,000	21,150	32,500	28,600	17,800
Sales, spot. 1,885	1,953	1,602	2 327	2,579	2,749	1,597

\* After 'Change,

WEATHER REPORTS BY TELEGRAPH.—The weather the past week has continued favorable for picking purposes. Some rain is reported, but not sufficient to materially interfere with the ingathering of the crop. There has been a killing frost at several points-a real blessing, for it has killed not vegetation alone, but yellow fever. Our correspondent at Galveston reports a killing frost there; it has rained on one day, the rainfall being thirtyone hundredths of an inch; picking progresses finely, about onehalf the crop having been picked, but only a small portion has yet been ginned; the sickness up the country is abating. At New Orleans there has been no rain all the week. They have had rain on one day at Vicksburg, and a killing frost one night; picking is progressing finely, one-half the crop having been gathered in the low lands and two-thirds of it in the hills; planters are not marketing their cotton freely. At Mobile there was rain on one day the early part of the week; since then it has been clear and pleasant; Tuesday night there was a freeze and Thursday night a killing frost. There has been rain on two days at Montgomery, with frost three nights; the days have been warm, but the nights cold. At Columbus it has rained on one day, and the same at Savannah (Monday), with two frosts reported at the latter port, neither of which was a killing frost. At Augusta it has been cold and dry all the week; cotton is coming in very freely. It has also been cold and dry through the week at Charleston; planters in that vicinity are sending their cotton to market freely. There has been a killing frost at Memphis, destroying all vegetation and killing yellow fever; it has rained on two days there. It has also rained two days at Nashville, with the weather cold. The thermometer has averaged 48 at Memphis, 53 at Savannah, 58 at Columbus, 59 at Mobile, 58 at Montgomery, and 62 at Galveston.

THE STOPPAGE OF OUR COTTON MILLS .- Our readers will find in our editorial columns an article on this subject, which we have prepared for the purpose of showing the slight ground there is for the despondency which appears to prevail growing out of so many mills stopping work.

BOMBAY SHIPMENTS .- According to our cable despatch received to-day, there have been 1,000 bales shipped from Bombay to Great Britain the past week and — bales to the Continent, while the receipts at Bombay during the same time have been 7,000 bales. The movement since the 1st of January is as follows. These are the figures of W. Nicol & Co., of Bombay, and are brought down to Thursday, Oct. 30:

	-Shipme	nts this v	veek to-	-Shipmer	its since J	an. 1 to-	
	Great	Con-		Great	Con-	,	Week's
	Britain.	tinent.	Total.	Britain.	tinent.	Total. r	eceipts.
1873	1,000		1,000	687,000	201,000	888,000	7,000
1872	1,000	1,000	2,000	648,000	244,000	892,000	3,000
1871	8,000	• • • •	8,000	720,000	321,000	1,041,000	12,000

From the foregoing it would appear that compared with last year there is a decrease of 1,000 bales this year in the week's shipments from Bombay to Europe, and that the total movement since January 1 shows a decrease in shipments of 4,000 bales compared with the corresponding period of 1872.

are dull and nominal, and no sales have been reported; 12c cash is asked, but a round lot could probably be purchased at a shade less for cash. The stock in New York is 5,900 bales, and in Boston 1,800 bales. Jute butts have ruled firm and steady during the whole of the past month, opening at 1½c and advancing to 1½c cash. Owing to financial troubles, sales have not come up to anticipations for October. Ordinarily, many Western buyers stock up with Winter supplies during this month, but this year the unsettled state of affairs has operated as a check. Sales aggregate about 7,000 bales. Stock now in the market is about 80,500 bales, and in Boston 5,700 bales. Arrivals to March 1st will be about 19,000 bales.

VISIBLE SUPPLY OF COTTON AS MADE UP BY CABLE AND TELE-GRAPH.—Below we give our table of visible supply, as made up by cable and telegraph to night. The continental stocks and afloat by case and telegraph to hight. The continents is locas and alloat are the figures of last Saturday, but the totals for Great Britain are this week's returns, and consequently brought down to Thursday evening; hence to make the totals the complete figures for to night (Oct. 31), we add the item of exports from the United States, including in it the exports of Friday only for Great Britain, but for the Continent the exports of the entire week.

Stock at Liverpool	1873.	1872.	1871.
	532,000	467,000	517,000
Stock at London	202,750	224,000	117,502
Total Great Britain stock	734,750	691,000	634,502
Stock at Havre	86,750	232,000	120,000
Stock at Marseilles	8,250	13,000	16,000
Stock at Barcelona	22,750	40,000	71,000
Stock at Hamburg	23,000	36,000	11,000
Stock at Bremen	30,750	35,000	15,000
Stock at Amsterdam	93,750	64,090	33,000
Stock at Rotterdam	25,000	9,000	5,000
Stock at Antwerp	15,750	36,000	14,000
Stock at other continental ports	37,000	45,000	35,000
Total continental stocks	343,000	510,000	320,000
Total European stocks	1,077,750	1,201,000	954,502
India cotton affoat for Europe	154,000	193,000	451,000
American cotton afloat for Europe	91,000	141,000	82,000
Egypt, Brazils, &c., afloat for Europe	57,000	65,000	60,000
Stock in United States ports	246,860	278,620	263,101
Stock in United States interior ports	55,669	43,397	53,936
United States exports this week	20,000	29,000	14,000
Total visible supply	1,702,279	1,951,017	1,878,589
Of the above, the totals of American an	d other des	criptions are as	follows:
American—	03.000	00.000	117 000
Liverpool stock	98,000	36,000	117,000
Continental stocks  American afloat to Europe	111,000	68,000	103,000
United States stock	91,000	141,000	82,000
United States stock	246,860	278,620	263,101
United States exports this week	55,669 20,000	43,397 29,000	53,986 14,00 <sub>0</sub>
•			
Total Americanbales.  East Indian, Brazil, &c.—	622,529	596,017	633,087
Liverpool stock	434,000	431,000	400,000
London stock	202,750	224,000	117,50
Continental stocks	232,000	442,000	217,000
India afloat for Europe		193,000	451,000
Egypt, Brazil, &c., afloat	57,000	65,000	60,000
-ove-			
Total East India, &c	1,079,750	1,355,000	1,245,502
	622,529	596,017	633,087
Total American	0.00,000		
		1,951,017	1,878,589

These figures indicate a decrease in the cotton in sight to night of 248,738 bales as compared with the same date of 1872 and a decrease of 72,428 bales as compared with the corresponding date of 1871.

MOVEMENTS OF COTTON AT THE INTERIOR PORTS.-Below we give the movements of cotton at the interior ports—receipts and shipmen's for the week, and stock to-night and for the corresponding week of 1872:

	-Week end	ing Oct. 8	31, 1873-	-Week e	nding No	v. 1, 72 -
	Receipts. 8				Shipment	
Augusta	. 7,084	8,782	2,985	9,650	9,786	2,437
Columbus	. 3,481	2,661	5.816	3,140	2,407	2,986
Macon	. 4,522	2,929	8,748	4,222	3,380	5,637
Montgomery	. 1,400	924	4,780	3.510	3,204	7,788
Selma	. 2,115	1.667	5,309	2,370	1,168	5.217
Memphis	. 13,772	7.945	26,236	17,696	11,410	17,083
Nashville	. 1,658	2,446	1,795	2,934	2,554	2,249
						. —
	34.032	27.354	55,669	43,523	33,909	43,397

The above totals show that the interior stocks have increased curing the week 6,678 bales, and are to-night 12,272 bales more than at the same period last year. The receipts have been 9,490 bales less than the same week last year.

Gunny Bags, Bagging, Etc.—The market for gunny cloth has ruled quiet since our last, sales being entirely confined to orders from the South, which section is greatly in want of the article, and will probably require all the domestic in stock and part of the imported. We quote prices 12@12½c, cash for 2½ lb rolls, 10c. cash for India, and 13@13½c. for Borneo. The stock of India in this city is 12,100 bales; and in Boston 5,700 bales. Gunny bags

# Exports of Cotton (bales) from New York since Sept. 1, 1873

		WEEK !	Total	Same		
EXPORTED TO	Oct. 8.	Oct. 15.	Oct. 22.	Oct. 29.	date.	prev. year.
Liverpool Other British Ports	6,981	9,280	19,542	16,061	78,757	80,932
Total to Gt. Britain	6,981	9,280	12,542	16,061	73,757	80,962
Havre Other French ports	850		::::	:::	1,252	759
Total French	850				1,352	759
Bremen and Hanover Hamburg Other ports	98	::::	::::	100	198	5,336 1,607
Total to N. Europe.	98			100	198	6,987
Bpain, Oporto & Gibraltar & c			::::	:::	::::	898
Total Spain, &c						898
Grand Total	7,929	9,280	12,542	16,161	75,307	89,556

The following are the receipts of cotton at New York, Boston, Philadelphia and Baltimore for the last week, and since Sept. 1, '78:

RECE'TS PROM-	NEW YORK.		BOSTON.		PHILADELP'IA		BALTIMORE.	
RECK TO PROM-	This week.	Since Sept. 1.	This week.	Since Sept.1.	This week.	Since Sept.1.	This week.	Since Sept.1.
New Orleans	3,431			52	479	947		
Texas	2,659	9,815					****	
Savannah	7,369	46,113		3,913	487	1,818	840	1,359
Mobile								
Florida							wer.	
S'th Carolina.	6,219		471	3,376			153	1,833
N'th Carolina.	542				92	1,327	268	739
Virginia	11,136	30,419	918	5,381			2,198	6,969
North'rn Ports	65	448	3,691	14,608				
Tennessee, &c	2,281	12,316	222	2,348	144	1,708	158	1,612
Foreign		596						
Total this year	38,712	156,408	5,302	29,678	1,202	5,900	3,612	12,50
Total last year.	22,134	158,528	5,172	30,824	813	5,384	3,789	15,83

SHIPPING NEWS .- The exports of cotton from the United States the past week, as per latest mail returns, have reached 29,799 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in The ChronICLE last Friday, except Galveston, and the figures for that port
are the exports for two weeks back. With regard to New York,
we include the manifests of all vessels cleared up to Wednesday
ticulars of imports, deliveries and stocks

night of this week:	
Total	bales.
New York—To Liverpool, per steamers City of Brooklyn, 1,703 Scotia, 1,500Samaria, 1,570City of Richmond, 1,891	
France, 2,711 Celtic, 1,326 Manhattan, 3,804 Lapland, 242 via Bristol Virginia, 299 via Glasgow Victoria, 410 via Glas-	
gow per ship Alice Buck, 402per bark Shun Lee, 203 To Antwerp, per steamer Annie Ainslee, 100	100
NEW ORLEANS-To Liverpool, per ship Armstrong, 1,615	1,615
To Bremen, per steamer Hannover, 2,260	2,260
To Southampton, per steamer Hannover, 30	30
To Barcelona, per ship Favorita, 540per bark Resoluda, 630	1,170
CHARLESTON - To Liverpool, per bark Sarah Gibson, 71 Upland	71
SAVANNAH-To Liverpool, per steamers Arbitrator, 3,652 Upland	
Chrysolite, 1,895 Upland	5,547
To Havre, per bark Mary G. Reed, 1,808 Upland	1,808
Baltimore—To Bremen, per steamer Baltimore, 210	210
Boston-To British Provinces, per, 3	- 3
PHILADELPHIA—To Liverpool, per steamer Kenilworth, 924	924
Total	

The particulars of these shipments, arranged in our usual form

pool.	South- amp'n.	Havre.	Bre- men.	Ant- werp.	Barce- lona.		Total.
New York				100			16,161
New Orleans 1,615	30		2,260		1,170		5,075
Charleston 71							71
Savannah 5,547		1,808					7,355
Baltimore			210				210
Beston						3	3
Philadelphia 924							924
				-		-	
Total24,218	30	1,808	2,470	100	1,170	3	29,799

Below we give all news received, during the week, of disasters to vessels carrying cotton from any port of the United States:

BELTISTE, from Charleston, before reported stranded near Formby Light-ship, got off with loss of anchor and 30 fathoms of chain, and arrived at Liverpool, October 13.

Tryerpool, Oct. 31—5 P. M.—By Cable from Liverpool.—
The market opened quiet, and closed irregular to-day. Sales of
the day were 10,000 bales, of which 2,000 bales were for
export and speculation. Of to-day's sales 6,000 bales were
American. The weekly movement is given as follows:

Oct.10.	Oct. 17.	Oct. 24.	Oct. 31.
Sales of the weekbales, 182,000	75,000	67,000	55,000
of which exporters took 15,000	9,000	7,000	5,000
of which speculators took 29,000	12,000	5,000	3,000
Total stock	567,000	525,000	532,000
of which American144,000	128,000	111,000	98,000
Total import of the week 6,000	38,000	25,000	63,000
of which American 7,000	16,000	12,000	12,000
Actual export 42,000	11,000	12,000	8,000
Amount afloat	152,000	176,000	179,000
of which American 29,000	28,000	37,000	59,000

The following table will show the daily closing prices of cotton for the week: Mon. 9₩@. 9₩@. Sat.

EUROPEAN COTTON MARKETS.—In reference to these markets our correspondent in London, writing under the date of Oct. 18, states:

LIVERPOOL, Oct. 16.—The following are the prices of middling qualities of cotton, compared with those of last year:

	-Ord.&		Fair & g'd fair -	-Good	d & _	Same date Mid. Fair.	1872_ Good
Sea Island	17	19	22 24	30	42	20 26	38
Florida do	15	18	19 20	38		18 24	29
Ord. G		id. Mid.	G.Mid.	Mid. F.	Mid.	G.Mid.	M.F
Upland 71/4	8% 8%	91/8	936	9%	9%	9 15-16	1014
Mobile 71/4	81/6 83/4	91/4	936	9%	9%	10%	10%
N.O& Tex 71%	8% 8% 8% 8%	93%	9%	10%	10%	10%	1114

Since the commencement of the year the transactions on specula tion and for export have been :

	•			Liv., Hu	exp.from	Actual exp'tfrom
	-Taken	on spec. to	this date-	outports	to date-	U.K. in
	1873.	1872.	1871.	1873.	1872.	1872.
	bales.	bales.	bales.	bales.	bales.	bales.
	American 169,360	203,390	356,000	91.842	102.185	132,080
	Brazilian 12,500	88,600	111,360	14,462	34,598	42,260
	Egyptian, &c. 11,750	34,280	27,740	8.821	8,689	11,040
,	W. India, &c. 2,150	4,630	11,100	13,338	8,255	23,680
3	E. India, &c. 74,360	264,840	125,700	160,397	223,027	533,740
	Total 270,120	595,740	631,900	288,860	376,754	749 770

The following statement shows the sales and imports of cottor for the week and year, and also the stocks on hand on Thursday evening last:

П		O., OF ALL I		NB.		
1	Sales this	s week	- Total	Same	Ave	rage
1		specula-	this	period	weekl	y sales
-	Trade. port	tion. Tota	al. year.	1872.	1878.	1872.
1	American bales. 27,890 1,480	4,390 33,76	0 1,651,580	1,459,880	34,820	27,300
	Brazilian 6,910 500	590 8,0	00 374,920	698,490	8,270	13,770
	Fountier 8 800 940	350 3,86	00 921,420	245,800	5,270	5,070
1	Smyrna & Greck (3,890 420	( 8	20 14,230	16,210	1	
1	West Indian 1 3,890 420	1 4.3	10 98,900	96,280	1,890	1,910
1	East Indian11,580 6,910	6,250 24,7	40 708,890		11,040	11,740
		11.580 74,93	3,069,940			59,790
	To this	To this			tocks.—	
	This date	date	Total.		date 1	Dec. 31,
	week, 1873.	1872.	1872.	day.	1872.	1872.
					57,480	63,570
	Brazilian 754 378,180		709,655		87,970	25,880
	Egyptian 2,398 185,175		287,042		21,320	44,210
,	Smyrna & Gr'k 15.711	16,488	17,147	5,790	7,010 )	
	W. Indian 62 86,378	114,965	140,393		38,600	20,450
	East Indian 19,721 684,984	747,026			28,650	266,940
	Total 38,542 2,928,324	2,834.658	3,414,313	67,170 5	51,030	421,050
	Of the present stock of	f cotton	n Liver	0001 221	ner c	ant is
,	American, against 12 per	cent. la	st year.	Of In	dian (	cotton
	the proportion is 604 per c	ent, agair	nst 594 pe	r cent.		
	Terror Oct 10 Tille	manufact 1	le	3 71 %	4 41	1

-The market has been dull, but there has The following are the par-

		1871.	1872.	1873.
		bales.	bales.	bales.
٠	Imports, Jan. 1 to Oct. 16	234,661	354,937	247,848
	Deliveries	187,561	288, 296	267,547
	Stocks, Oct. 16	114,924	227,025	208,231
1	The following is the statement of the cotton at Alexandria to the 4th of Octob	e receipts ber:	and exp	orts of
,	Receipts from October 1			Cantars. 31,048

D		4-1						Cantars.
receipt	s from Oc	tober 1				 		 31,048
	in same	time in 1	872			 		 40,800
46	61	1	871			 		 18.519
						 		 Bales.
Chinma	nte to Tir	rerpool fre	om Oot	ahan 1				4.14
Surpine	nts to Liv	erpoor in	1072	oper 1.	*****	 	*****	
66	in san	ne time ir	1 1872			 		 1,65
		**	1871			 		 1,964
6.0	to Fra	ince and	Spain.			 		 133
66		66	15	279				14
66		66	16	271		 		 103
66	40 400	-4-1- Y4-1-	3 70	261		 		 13
66	to Au	stria, Ital;	y and H	ussia,		 		
	to Au	stria and	Italy,	1872		 		 239
44		44	1	1871		 		 48
Total al	inmente	to all par	ta .					4,28
1 Otal BI	принопть	to all par	1000			 		 2,03
	44	60	1872.			 		
	••	••	1871.			 		 2,11
								Cantars
Stock a	bont							20,00
Total cr	on of 187	2-73				 		 2,298,94
Steemer	rs sailed-			*****		 		 Bales
Septe	mber 30-	Arcadia.				 		 1,34
Octob	er 3—Mas	zdala				 		 2,80
Octob	er 9-The	bes				 		 3,548
Stor	mor Soe	stris load	ine			 		 0,000
Brea	mici See	METTS TORG	mg.					

# BREADSTUFFS.

FRIDAY P. M., Oct. 31, 1878.

At a little lower prices for shipping extras, there has been during the week, in these grades of flour, several thousand bbls. taken at \$6 25@\$6 35, part for future delivery, with fancy State at \$7 75, and common Western extras in irregular lots on the wharf at \$6@\$6 15. Superfine has also been more active, the better qualities bringing \$5 50@\$5 65. But the medium and better grades have been less freely pressed for sale, and have been comparatively inactive. To-day there was a good demand, and the close was with a rather firmer feeling.

The wheat market has shown further depression. The failure of a buyer for arrival caused some speculative lots to be thrown upon the market. At the decline there has been a good degree of activity, although shippers have been embarrassed by the difficulty of negotiating exchange and higher rates of ocean freights. The sales on Wednesday and Thursday aggregated Tues. Wed. Thurs. Fri. nearly half a million bushels, at \$1 32@1 33 for No. 2 Chicago, 9 @... 8%@... 8%@... 8%@... \$4 \$1 35@1 36 for No. 2 Milwaukee, and \$1 38@1 40 for No. 1 nearly half a million bushels, at \$1 32@1 33 for No. 2 Chicago,

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Spring, with ungraded Iowa going at \$1 30@1 32. Winter wheats have been dull, with \$1 45 the best bid for No. 2 Toledo. The receipts at the Western markets are on a liberal scale, and they are coming forward to the seaboard with much freedom, but unless inland navigation should close later than usual the accumulation at this market promises to be but small. To-day the demand was more active both for export and speculation. No. 2 Chicago was taken moderately at \$1 33, but No. 2 Milwaukee opened at \$1 36@1 37 and advanced to \$1 38@1 39. In the latter grade, besides the export demand, there were buyers to fill October contracts.

Indian Corn has been active, and prices show some improvement, with an upward tendency. Commencing at 59@591c. for prime mixed early in the week, the advance was steady until yesterday, when the sales were at 61@61½c. To-day the market was dull at the advance.

Rve has ruled a shade firmer, but without much activity. Barley is in better supply and dull, with prices drooping and unsettled. Canada Peas have arrived more freely.

Oats have arrived in large quantities, and under a pressure to sell prices have given way, but at the decline of 2c. the market closed active.

The following are closing quotations:

FLOUR.		GRAIN.
No. 2 \$ bb1.	\$4 00@ 4 75	Wheat-No.3 spring, bush. \$1 27@ 1 30
Superfine State and West-		No. 2 spring 1 33@ 1 39
ern	5 25@ 5 75	No. 1 spring 1 40@ 1 42
Extra State, &c	6 200 6 50	Red Western 1 45@ 1 50
Western Spring Wheat	_	Amber do 1 55@ 1 58
extras	6 15@ 6 40	White 1 45@ 1 75
do double extras	6 75@ 8 25	Corn-Western mixed 60@ 61
do winter wheat extras		White Western 68@ 70
and double extras	6 50@10 00	
City shipping extras	6 25@ 6 75	
City trade and family		Rye 88@ 93
brands,	8 50@10 00	Oats-Black
Southern bakers' and fa		Chicago mixed 45@ 47
mily brands	9 00@10 25	White Western, &c 47@ 49
Southern shipp'g extras	6 75% 8 00	
Rye flour, superfine	5 00@ 5 50	
Cornmeal-Western, &c.	3 20@ 3 60	
Corn meal-Br'wine, &c.	3 75@ 3 90	Peas-Canada 95@ 1 25

The movement in breadstuffs at this market has been as follows.

_					PORTS FRO		
	1	873.	Same	1	873	1	872
	For the	e Since	time Jan.		Since	For the	Since
	week.	Jan. 1.	1, 1972.	week.	Jan. 1.	week.	Jan. 1.
Fiour, bbls.	77,306				1,270,745	40,105	923,207
C. meal, " .	2,927				152,297	4,873	162,248
Wheat, ous.1					21,471.968	428,717	9,909,977
		21,221,208			12,325,746	407,430	23,099,171
Rye, ".	46,475	911,565	376,863		891,583		678,798
Barley, &c	331,792	1,513,485	2,887,685		40,040	****	22,659
Data	482.035	9.460.576	10.787.509	50	32.847	455	31 064

The following tables show the Grain in sight and the movement of Breadstuffs to the latest mail dates:

RECEIPTS AT LAKE AND RIVER PORTS FOR THE WEEK ENDING OCT. 25, AND FROM AUG. 1 TO OCT. 25,

Flour,	Wheat	Corn.	Oats.	Barley	. Rye.
bbls.	bush.	bush.	bush.	bush.	bush.
(196 lbs.)	(60 lbs.)	(56 lbs.	(82 lba.)	(481bs.)	(56 lbe.)
Chicago 52,911	651,490	882,315	535,927	261,414	30,898
Milwaukee 27,487	875,178	22,970	37,405	57,741	3,870
Toledo 13,879	59,651	173,263	102,500	1,150	700
Detroit 4.918	79,940	27,319	30,905	8,545	428
Cleveland *4.785	19,050	1,050	23,200	87,400	
St. Louis 36,498	113,358	73,345	124,649	47,296	9,478
Duluth 7,000	:11,529				
Total 147,478	1,909,996	1,180,262	854,586	463,546	45,374
Previous week 134,303	2,062,110	1,354,479	962,439	455,759	50,160
Corresp'1g week,'72. 146,290	2,044,804	1,106,845	753,294	524,364	54,066
771. 145,217	1,227,392	800,889	525,735	147,758	50,369
170 164,601	1,751,197	380,588	364,107	206,906	51,123
" '69. 184,138	1,706,948	413,445	512,993	174,247	51,846
" '68. 163,641	1,728,510	462,664	928,781	194,131	98,132
Total Aug. 1 to date1,496,177	28,936,767	21,750,340	8,416,466	3,087,620	706,446
Same time 1872-731,426,510 %		22,448,975	8,305,155	4,178,855	704,138
Same time 1871-721,703,958			11,936,878	3,408,920	1,598,668
Same time 187)-711,721,584	19,266,910	7,292,699	8,979,358	3,635,852	774,084

SHIPMENTS of Flour and Grain from the ports of Chicago, Milwaukee Toledo, Detroit, Cleveland, St. Louis and Duluth, for the week ending Oct. 25, 1873, and from January 1 to

	Flour	. Wheat	, Corn,	Oats,	Barley,	Rye
Week ending-	bbls	. bush.	bash.	bush.	bush.	bush
Oct. 25, 1878	150,609	1.939,656	1,862,032	700,453	149,821	31,615
Oct 18, 1878	141.149	1,686,467	1,744,468	607,456	246,881	88, 225
Corresp'ng week 1872	160,437		1,104,590			40,611
Corresp'g week 1871.	131,034	1,882,177	1,002,525	887.422	108,287	61.379
Corresp'g week 1870.	122,413	1.914,742	383,687	337,770	126,908	87,820
Total Jan. 1 to date. 5	.156,635			19,103,636	3,022,686	1.197,604
				16,447,710		
Same time 1871 3				14,321,349		
				10,471,350		

RECEIPTS OF FLOUR AND GRAIN AT SEABOARD PORTS FOR THE WEEK ENDING OCT. 25, AND FROM JAN. 1 TO OCT. 25.

	u ocr.	wo , marin			001.	
At	Flour,	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	32.032	1,185,069	1.444.741	520,709	224,483	32,235
Boston	55.523	6,800	77,581	88.458	9,399	400
Portland*	6.800	1,500	12,875	8,500	1,200	1,500
Montreal	36.512	369,741	10,241	500	-,	800
Philadelphia	20.097	50,400	14,373	127,900	84,000	1.880
Baltimore	20.793	25, 300	12,000	12,500		1,000
New Orleans	11,907		13,015	10,379		
Madal			4 *04 000	700.010		

Ì	Previous week	253,982	1,951.434	1,451,917	433,589	215,433	65,005
I	Week Oct. 11	279,392			404,387	73,013	44.017
l	Week Oct. 4	253,680	3,531,514	611.034	403,369	51,018	58,882
١	Cor. week, '72		1,230,627			310,363	
I			39,024,041				1,004,400
١	Do. same time 1872 5,	816,280	17,104,755	63,890,054	18,952,965	2,825,619	
ı	Do same time 18717	,000,100,	39,000,092	31,039,314	11,092,100	12,198,519	914,654

\* Estimated.

THE VISIBLE SUPPLY OF GRAIN, including the stocks in granary at the principal points of accumulation at lake and seaboard ports, in transit on the lakes, the New York canals, and by rail, was Oct. 25, 1873:

ı	by Itali, was	000. 23	, 11710.				
l				Wheat,	Corn,	Oats,	Barley.
I				bush.	bush.	bush.	bush.
I	In store at Ne	w York		1,306,879	2,906,672	379,465	33,845
I	In store at Alb	any		19,000	103,000	122,060	157,800
Į	In store at But	falo		473,281	318,216	196,339	34,915
ı	In store at Ch	Cago		621.125	2,353,844	379,038	525,810
ł	In store at Mi	lwaukee		533,861	39,828	32,286	63,700
I	In store at Du	luth		52,277			
ı	In store at To	ledo		392,083	550,590	82,779	7.084
I	In store at De	troit		173,991	38,081	55,575	39,984
ł	In store at Os	wego*		185,000	100.000	40,000	75,000
١	In store at St.	Louis		104,048	170,526	105,315	133.080
I	In store at Bo	ston		89,543	278,028	283,319	8,553
ı	In store at To	ronto		124,633	50	1,355	84,351
I	In store at Mo	ntreal		266 245	272,286	8,681	17,044
۱	In store at Pi	iladelphi	A	190,000	160,000	70,000	65,000
I	In store at Ba	ltimore		46,501	242,594	50,000	10,000
۱	Lake Shipmer	its		1,744,315	1,247,042	393,478	32.560
l	Rail shipment	8		195,341	114,990	306,975	117,261
ı	Amount on N	ew York	anals	2,005,993	2,063,898	258,782	512,830
l	Total			8,574,116	10,969,645	2,756,447	1,918,817
ı	Total in store	& in trans	it Oct. 18, '73.	2 525 044	12,356,583	2,475,158	1,917,894
l	Total Instite	C III II ALI	Oct. 11., '73	0 196 900	12,642,088	2.332,195	1,451,867
۱	44	+6	Oct. 4. '73.	9,801,655	12,496,654	2,155,547	1,227,208
۱	44	44	Sept. 27, '73.		12,288,020	2,857,309	1,109,717
۱	66	44	Sept. 20, '73.	10 269 208	12,584,111	2,652,509	728,782
ı	**	**	Oct. 26, '72.		12,902,923	5,067,901	2,645,092

## THE DRY GOODS TRADE.

FRIDAY, P. M., Oct. 31, 1873.

There has been no general improvement in trade during the past week, but a steady jobbing distribution was effected, and the indebtedness of buyers being met, as the rule with a good degree of promptness, the feeling and prospects were becoming rather more encouraging. On Tuesday the trade were excited over the rumored suspension of the Messrs. A. & W. Sprague, of Rhode Island, and their agents here, Messrs. Hoyt, Sprague & Co. Confidence was somewhat restored on Wednesday by the author itative denial of the rumor, but was lost again on Thursday, when it became known that Messrs. Hoyt, Sprague & Co. had notified their bank to pay no more of their caper. The Messrs. Sprague, of Providence, have not, up to the hour of this writing suspended, but are waiting the action of the Providence banks which have promised to come to their aid with \$1,000,000. Should they be thus assisted they will probably be able to weather the storm, but otherwise their suspension seems likely. The Messrs. Spragues control some 280,000 spindles in Rhode Island and other states, and employ in the manufacture of textiles probably not less than 10,000 men. Their interests are very extended, and are not confined to dry goods alone, althouge the bulk of their assets are probably in cotton mills and machinery. The suspension of Messrs. Hoyt, Sprague & Co. was not a thorough surprise, but its occurrence has a generally depressing effect, and destroys confidence in the stability of other houses. There seems to be no immediate prospects of other suspensions, payments being met with a fair degree of promptness by both retailers and jobbers

DOMESTIC COTTON GOODS .- There has been but little activity in cotton fabrics during the past week, and the tendency of the market has been decidedly in favor of buyers, prices having undergone a more or less general revision. Brown and bleached goods have been reduced materially on all of the principal makes, and are not buoyant at the decline, in the absence of important sales. Colored cottons have been dull and are also lower. Drills have been reduced on some of the principal makes. The print market has been quiet in a regular way, but considerable activity has been stirred up by the action of a leading jobbing house, which has placed the entire stock of Sprague's held by the agents at 94c., and other leading makes at a similar reduction. These goods were placed readily at the reduced prices. In other lines of cotton goods nothing important has transpired.

DOMESTIC WOOLEN GOODS .- The woolen goods market during the week has been remarkable for nothing except the large sales at auction of leading lines of goods. On Tuesday there was a large sale of colored blankets, the production of the "West Boylston" and "Rittenhouse" Companies, at which prices were rather low, although the sales were liberal. On Wednesday there was a large sale of worsted dress goods, the offerings being the entire stock of the Manchester mills. The prices were fair. There was a large sale of skirts and shawls on Thursday, of the Total....... 233,664 1,638,810 1,584,836 768,946 319,072 37,815 manufacture of Messrs. Jas. P. Brunner & Co., which realized

prices low, but probably up to the expectations of sellers. The sales of goods through the regular channels of trade have been light, and the market is nominal in most lines, with prices favoring buyers.

FOREIGN GOODS,-The imports are small, but the current sales are easily supplied from the stocks already in the market, and a generally depressed feeling prevails. Values are shrinking and goods are very difficult of sale, even at materially reduced rates, as buyers will only operate to the extent of their actual wants, and the consumptive demand is being reduced by the hard times, to the more staple fabrics.

The importations of dry goods at this port for the week ending Oct. 30, 1873, and the corresponding weeks of 1872 and 1871 have been as follows:

Section   Page   Walts   Page   Value   Page   Pa	have been as follows:	Bay Mills 36 17 James 36 15 do L 36 10 Blackst, neAA 36 134 Lawrence S. 31 936 Thorndike B. 36 1016
Manufactures of wood	C-1871	Boott B 36 14½   Laconia8-4 27½   Tuscarora XX 36 18  do C 38 11½   do9-4 30   do45 24
## Annual Control   1986   26,400   26,000   26,	Pkgs. Value. Pkgs. Value. Pkgs. Value.	do E 36 10%   do10-4 35   Utica 35 16%
Teal	do cotton 845 256,870 800 231,915 493 131,276	do 8 36 do 46 18% do 5-4 26
Windland	do flax1,288 202,325 843 189,353 355 77,371	do X 45 18-18% Lonsdale 36 15   do 8-4 40
Mannafectares of code   10		Cabot
Manufactures of wool.		do9-8 16% Linwood 36 14 do Nonp. 86 19
Continue	SAME PERIOD.	Canoe 27 6 Medal 36 15% do 42 16%
Marting   Mart	do cotton., 182 49.119 262 97.816 212 61.504	do X. 36 12   Masconomet., 36 14%   do8-4 27%
Total — 1.46	do silk 75 98,308 103 104,559 82 82,007	1 do C 36 12   Maxwell 36 18 1 do 10-4 35
Total more onsemptin 2,005 1,404 2,006 2,007 2,587 1,307 7,587 1,387 1,007,307 1,587 1,387 1,007,307 1,587 1,307 1	Miscellaneous dry goods. 446 31,304 1,763 41,243 364 22,884	Davol 4-4 16 Nashua E 36 16 Wamsutta 9-8 23
Total		do5-4 28   do9-4 40   do OHH 36 19
## Control of the Con	Add ent'd for consumpt'n 3,915 1,455,443 3,062 1,074,397 1,828 710,840	do Star 36 14   Newmarket C 36 12%   Washington 33 9
Stanfacures of wood.   664   \$20,516   666   \$805,502   615   \$201,003   60   coldino.   50   712,003   10   coldino.   50   10   coldino.   50   10   coldino.   50   coldi	Total thrown upon m'k't. 5,401 \$1.896,381 6,101 \$1,678,857 3,247 \$1,092,339	do do 45 20 do W 36 16 do camb 20
Colored   Colo	Manufactures of wool 654 \$250,541 646 \$263,302 645 \$261,033	do cambr. 36 19 N.Y. Mills., 36 19 White Rock., 36 15
Total survey as the port, 2018   198   1	do silk 96 122,653 140 126,567 152 129,084	Fruit of the   Peabody 36   1036   do   38   1036
Addent/dorconsumpin 19.91   15.84   26.04   15.84   17.84.85   1		do 33 14   do7-4 25   Wessacumcon
Total substract as the port. 5.35 2 4,50,533	Total	do5-4 28 do9-4 30 Warren AA 36 17
We annex a few particulars of beaufing avisides of domesus manufacture our prices quoted being those of leading jobbers:   Manufacture our prices quoted being those of leading jobbers:   Birown Sheetings and Shirtings	Add ent'd for consumpt'n 3.915 1,455,442 3,062 1,074,397 1,828 710,840	10 10
Manufacture out prices guoded being those of leading plothers:   Hrown Sheetings and Shirtings   Hrown Sheetings   Hrown Sheet	Total entered at the port. 5,325 \$2,018,835 4,846 \$1,734,488 4,487 \$1,358,683	Amoskeag 14   Gloucester 12½   Peabody 12
Brown   Sheetings and Shirtings   Width, Price   Adriatic.   36   134   Ind. OrchBs.   37   10   Popperell.   11-4   25   26   26   26   26   26   26   26	We annex a few particulars of leading articles of domesus	Caledonia 12% Home 10% Renfrew. 14
Width   Frice   Adriatic   Section   13		Delaware
Alabama. 56 9 0 do A. 36 13 do Real Barbon Alabama. 57 10 do A. 36 13 do Real Barbon Alabama. 58 10 do A. 36 13 do Real Barbon Alabama. 58 10 do A. 36 13 do Real Barbon Alabama. 58 10 do A. 36 13 do Real Barbon Alabama. 58 10 do A. 36 13 do Real Barbon Alabama. 58 10 do A. 36 13 do Real Barbon Alabama. 58 10 do A. 36 13 do Real Barbon Alabama. 58 10 do A. 36 13 do Real Barbon Alabama. 58 10 do	Width, Price.   Width, Price.   Width, Price.	Tickings.
Ablantia A. 35 9 9 9 00 A. 35 114 00 0.4 0 18 00 C. 17 00 No. 5. 15 Lewiston A. 35 30 do D. 37 115 do D. 37 1		do A., 22 do No. 3, 18 Hamilton reg., 20
Adiastic A. 37 1 13	Alabama 30 9   do A . 36 13   do E fine. 39 12	1 do C., 17   do No. 5, 15   Lewiston A., 36 30
Checks   C	Atlantic A 37 13 do do. 40 16 do O 33 10	do D., 15 do No. 6. 13   Minnehaha % 27%
do F. fins 57   10   50   50   50   40   50   11   40   40   40   40   40   40   4	do H 37 12%; do R 37 10%   Pequot A 36 13	Checks.
Appleton A   36   13	do L fine 36 1014 do 9-4 2714 do 9-4 2714	1 do 9. 18 do 90. 25 do 90. 20
Appleton A. 36 13   Laurel D 56 11   Pocaset Cance 39 13   Amoskeag 22%   Chester D'k B. 14   Oak Grove 15   Oa	do LL 36 16   do10-4 32   do10-4 40 de V 80 11   do11-4 40-42   Pittsfield A 36 10	do 10 20 Park, No. 60 15 do 100 22
Augusta 33 11/8 do D. 38 12 do P. 20 78 do B. 10 blue. 21 Warren AXA. 20 do A. 37 8 do A. 35 19 do A. 35 19 do A. 36 12 do F. 36 13 do J. 35 11/4 do E. 59 11/4 moskeag. 36 do Y. 36 12 do F. 36 12 do	Appleton A. 36 13   Laurel D 36 11%   Pocaset Canoe 39 13	Denims,
Go A	Augusta 36 11 do D 36 19 do P 20 71	do B. 19 Columb'n h'vy Otis AXA 20
Bradaway	do I 48 22 do XX 36 131/4 Saranac fine O 36 11	Boston 11 blue 21 Warren AXA 20 Beaver Cr, AA 19 Haymaker 18 York 22%
Addroscogn	Broadway 36 10   do J., 36 1436   do E 39 143	
do W. 45 16½ Langley 36 11½ Surfolk A 36 19½ Contestog D. 28 9½ Mass J. 29 10 do heavy 40 18½ do E. 38 10½ do 40 18½ do 40	Boott S 40 12% Langdon GB.4-4 18   do B 36 12	Androscog'n sat 12%   Ind. Orch. Imp 11%   Pequot 13%
Continents 36 12 do E 35 12½ Tremont C. 85 10 Above the continent of the c	do W 48 16%   Langley 36   Swift River 36 9	
Color   Colo	Cabot A. 36 12   do E 36 191/   Tremont CC 96 10	Ashworth 72   Merrick 45   Green & Dan-
Color   Colo	Conestoga D. 28 9% Mass. J 29 10 do heavy. 40 183	200 yds 75 cord 50 Samosset 40
Crescent   36   134   do   36   124   do   56   425   do   56   60   do   40   415   do   40   425   do   40   425   do   40   425   do   40   425   do	do S. 33 11% do BB 36 1:   do 18 32	Clark, John, Jr. Stafford Bro's 42% Orr&McNaught 75
Dwight X   30   9   Maxwell   40   18   do   96   50   do   7   33   40   do   2   36   10   Mystic River   36   11   do   Non   40   19   Mustham F   40   14   Mystic River   36   11   do   50   10   do   50   do   50   10   do   50	do W. 36 12% do M 40 12% do 76 42;	Clark's, Geo. A. 72 Stuarts 42% Sterling 40
do Z. 36 10% Mystic River, 36 12% Valitham F. 40 14% do . 46 17 do . 9.4 17% do . 46 17% do . 9.4 17% do . 18% do . 9.4 17% do . 1.4 18% do . 1.4 1	Dwight X 30 9 Maxwell 40 18 1 do 96 50	Bags,
do	do Z 36 10%   Mystic River. 36 12%   Waltham F 40 14	4 Amoskeag 32 00 do B 46 50 do C 8 bush 52 (0
Conestogs fancies   10   Cambries	do Star. 36 12% do 36 18 do9-4 27	Great Falls A. 32 50 Powhattan A. 33 00 do B 41 00
Cotton Sail Duck   Cotton Sail	do do 46 18% do B 36 12 do11-4	Lewiston 34 00 do C 46 00 Montaup 34 00
Cotton Sail Duck   Cotton Sail	Gilboa 26 9 do W 48 13 do AA 40 18	
American   12   American   13   American   15   Anchor shirt's   10   American   10   Americ	10 10 1010 4 40 1 10 DD. 50 10	Pendleton do 30   Fontenoy do 80   XXX do 28%
Annoena shirtys   10   Ancena shirtys   10	Harrisburg A. 26 11%   Newmarket A 36 11%   do C 36 11 Harrisburg A. 26 11%   do D 36 13   do A., 40 13	Woodberry, Druid Mills   No. 8
do	do B. 30 10   Nevada A 36 10%   do d'w 36 13	No. 0 do 9 oz. 28
Ind'n Orch.W 30   9%   do   10-4   32%	do 48 19 Pepperell 7-4 21 do . 30 1	2" I No 1 46 : Light duck— 1 do 1102, 55
Appleton   14	00 00 10   00 9-4 30   00 45 1	9 No. 3
Amoskeag A. 13% Laconia. 12% do 12% Velvet, J. Cross- Boott. 13 Langley B. 14 Stark A. 13 ley & Son's Hartford Carpet Co: do 4 do 180 ley & Son's Hartford Carpet Co: do 4 do 180 ley & Son's Hartford Carpet Co: do 4 do 180 ley & Son's Hartford Carpet Co: do 4 do 180 ley & Son's Hartford Carpet Co: do 4 do 180 ley & Son's Hartford Carpet Co: do 4 do 180 ley & Son's Hartford Carpet Co: do 4 do 180 less that for the son of th		No. 5
Ancena shirtys 10   Freeman fancies 8½ Mallory pinks 10½   do do A No 1 2 25   Imperial 3-ply 1 35   Bigelow Brus 5-fr. 2 00   do 4-fr. 1 90	Appleton	No. 7
Ancena shirtys 10   Freeman fancies 8½   Mallory pinks 10½   do do A No 1 2 255   Imperial 3-ply 1 35   Bigelow Brus 5-fr. 2 00   Ancenca shirtys 10   Gloucester 10   Pacific Mills 10	Augusta 12 Lyman H 1834 Pepperell	Velvet, J. Cross-   Eng. Brussels. 2 20-2 30   Body Brus 5 fra. 1 90
Ancena shirtys 10   Freeman fancies 8½   Mallory pinks 10½   do do A No 1 2 255   Imperial 3-ply 1 35   Bigelow Brus 5-fr. 2 00   Ancenca shirtys 10   Gloucester 10   Pacific Mills 10	Prints.	best 2 65   Extra 3-ply 1 42%   do 3 do 1 70
Albion solid   104   do mourning   10   Pesbody solid   10   Allons' fancies   10   Hamilton   10   Richmond's   10   Amoskeag   Nashua	Ancena shirtes 10   Freeman fancies 82 ! Mellory ninks	do do A No 1 2 55 Imperial 2 ply 1 35 Bigelow Brus 5-fr. 2 00
Amoskeag . 8   Hartel's fancies . 10   Simpson mourning . 10   Amoskeag AA . 24   Pemberton Y . 18%   Hamilton XX . 21   Bristol pinks . 11%   Hamoden BB . 12   do white grades . 10%   Arlington . 14   Trement H . 12   Laconia . 17   Conestoga fancies . 11   Manchester . 10   Sprague's froc's . 9%   Ellerton N . 22   Dunnell's . 10   do wpk and pur. 13   Washington robes . 10   Hamilton FF . 17   Amoskeag AA . 26   Massachusetts RR. 13   Dunnell's . 16   Great Fails . 19   Amoskeag AA . 24   Pemberton Y . 18%   Hamilton XX . 21   Trement H . 12   Laconia . 17   Lyman F . 18   Methen XX . 26   Methen XX . 26   Massachusetts RR. 13   Methen XX . 26   Massachusetts RR. 13   Massachusetts RR. 13   Massachusetts RR. 13   Nashna AX . 23   Massachusetts RR. 13   Nashna A . 16   Great Fails . 19   Nashna A . 16   Grea	Anchor shirt's 10   Gloucester 10   Pacific Mills	10 Crossley & Son's 1 30-1 40 Med. super 95
Bristol plines		10 BROWN.   Nashua A 16   Great Falls 19
Conesto Lancies   11   Manchester   10   Somerset   10   Conestoga fancies   11   Manchester   10   Sprague's froc's   9½   Ellerton N   22   Ellerton N   22   Methuen XX   26   Massachusetts RR   13   Dunnell's   10   do wpk and pur.   13   Washington robes   10   Hamilton FF   17   Amoskega AA   26   Massachusetts RR   13   Massachusetts RR   14   Massachusetts RR   15   Massachusetts RR   16   Massachusetts RR   17   Massachusetts RR   18   Massachusetts RR   18   Massachusetts RR   19   Massachusett		1016   Arlington 14   Trement H 12   Laconia
Glazed Cambries.   Hamilton FF 17 Amoskeag AA 20 Namkeag 17	Cocheco L 11%   Miner, shirt's 10   Somerset	10 Clarion
	Carleton mourning. 10% Merrimac D fcy 11   Wamsutta	8 Everett X 131/2 BLEACHED. Massachusetts RR. 13
Garner. 7½ Red Cross. 7½ High colors 1c. higher. Massachusetts, B. 11 Everett X. 14½ Tremont H. 13 Pequot. 7½ Red Cross. 7½ High colors 1c. higher. Massachusetts, B. 11 Everett X. 14½ Tremont H. 13 Methuen XX. 24½ Ellerton N. 24 Whittenton AA. 17½	Glazed Cambrics.	
requot 24   Whittenton AA 17%	Garner 7½ Red Cross 7½ High colors 1c. high	Laconia 15 Clarion 22% Pemberton, Y 19 ler Massachusetts, B. 11 Everett X 14% Tremont H 13
	requot 7%	Methuen XX 24%   Ellerton N 24   Whittenton AA 17%

			Bles	ched	Sh	eeti	ngs :	and	Shi	rti	ngs.			
An	do	A.	46	18 17	Fr'n	klipM	IfgCo36	1	4	Pep Peg	perell.	11-4	40 21	
	do	Α	K A	14½ 28	Gen	of th	e 30 ie Spin	. 1	836	Č	0	6-4 8-4 9-4 10-4	30	
	do	7	10-4 . 33 L 36 A 36 .8-4	35 10	Gre	en G.	S	5 1	5	6	lo	9-4	37 40	
Ar	dros	cog'n	L 36	15	ur i	do	S 3	1 1	0 1	_ (	lo	11-4	45	
	do		.8-4	30		do	M 3	2 1	1 1%	Poc	do	F. 80 FF. 36 Vest 36	14	
	do	•••	.9-4 10-4 T 36 36	35 40	Hal	do do	Q 3	6 1	816	Pri	do de of V	FF. 36 Vest 36	11 21	×
A	kwri	ghtW	T 36	17	Har	ris	8 Idem 3	6 1	3	rec	Dank	30	10	36
Bi	llou	CO DO	400	18	Ho	de	8	6 1	436	Res	ablons	AA. 86		
B	artlet	ts	33	13%	Ho	we	8	6 .	216	Sia	do	38	10	1%
	do		. 31	13% 12 14% 19 15 17 13% 14% 11% 10% 8  17 8-18% 12 14 16% 18%	Ind	Orch	iv X. 3	6 1	7	d	o L	36 38 33	ii	
B	do B	B-os	45	19 15		do I	I dw 3	6	1736	Suf	folk B.		11	3
B	ay Mi	lls	36 A 36	17	Jan	nes	88 9 10-	6	936	The	o L .	86 B 36	10	0
B	oott	В	36	14%	Lac	conia.	8-	4 !	27%	Tu	scarora	XX 36	1	
1	do	E	36	101/2	To	do	10-	4	35	Uti	ca	35	24	634
1	do	8	36						1836	d	0	5-4	2	6
1	do	W	45 1	8-183	Lo	nsdale	GB . 4	36	19	d	0	8-	3	0
0	abot.		7-8	12 14	Ly	o Car	nbric 8	6	22%	d	0	10-4	4 4	7%
-	do .		9-8	16%	Lin	wood	8	6	816	W	o No	np 86	1	9
9	canoe		27	6	Me	dal	110	36	15%	1	do	ND. 86 X. 8: 6- 8- 9- 10-	1	1½ 6%
11	do	nan n	ne 86	12	Ma	scond	met.	36	14%		do	8-	1 2	5 7%
1	Clinto	n CC	C 36	14%	Ma	axwell		88 86	13 % 18		do	9-	4 3	80 85
1	Davol		4-4	16 21	Na	shua do	E5	36 -4	16 19	W	ament	ta9-	8	23 19
1	do	÷ 'n	5-4	28		do	9	4	40	1	do OH	H 3	6	19 25
1	do	Sta	r 36	14	Ne	wmar	ket C	36	12%	W	ashing	ten 8	33	9
9	do	do	45	20		do	w	36	16	1 "	do	ta	30	16 20
3	do E'mw	cam	br. 36	19	Pe	wtuc	et	36 36	13	M	hite I	ville	36 36	15 13
4	Fruit	of t	he 36	15%	Pe	eabody	ell	36 6-4	10½ 21	W	do	p AA.	121	101/
6	d	0	33	14		do		7-4	25 2736					
3	d	0	5-4	23	1	do		-4	30	M	arren	AA	36	17
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3	Amos	keag		14	G H	louce	ster		123	F	Peabod	y mon w		12
0	Caled	onia		123	6   H	ome.			103	R	enfre	w		14
	Glass	ow		123	6 N	amas	ke		133	1	Bion.			12%
	Amo	ale'a l	CA	97										
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	d	0	C.,	17	1	do	No. 5	:	15	I	ewist	on A.	. 36	30
1	Cord	o is A	D AA. 35	15 23		do	No. 2 No. 3 No. 4 No. 5 No. 6 No. 7	i.	18	6	Minnel Omega	C	%	27% 16
					1.0	alada	Chec	ks.	0.4					
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8				19	v 1 1	Cor	set J	ean	B.	v 1	Nonmi	keagsa t		14%
*	And	OSCO	g'n sat ver	12	× 1	nd. O	rch. In	p	11	%	Pequo	t		13%
*	Can	e Ri	ver	10	13	Spo	ol C	otto	10.	18	Sunon	& Da		12%
	Ash	worth	or doz	79	11	Merric	k		45	1	Green	& Da	n-	4216
% %	20	0 yds	er doz	75	1	cord	nantic,		50		Samos	set		40
**************************************	Clar	k, Jol	n,Jr.	72	1	Stallo	rd Bro'	B	72 42	36	Orr&1	ke IcNaug	ht	35 75 72
*	Clar	Co k's,G	er doz coat's nn,Jr.	72		Stuart	s	•••	42	× 1	Sterlin	d		40
					1	Ontar	Bag	s.	87 00	1	Stark	Α	:	37 00
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1%	Gre	at Fal	ls A.	32 50		Powh	C		33 00		do	A B	:	11 00 16 00
2%	Luc	iston	AA	33 00 34 00		de			40 00 46 00		Monta	up	3	34 00
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1 3	We	odbe	rry, D	ruid M	ills	No. 8	on S		mei	x .	USA	Standa	rd 283	in-
31/4 21/4	1	and l	Fleetw	ing.	1	No. 9			. 3	0	-	Standar do do	8 oz	25
11	No	. 1		4	6	Light	duck-	90 in		01/		do		
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	No	5		4	88		do.Raver	3UIII	0	12	Ontai	do 31i	n (8 o	z) 25
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11 123						Eng	Car Bruss	pets els. 9	20-9	2 30	l Bo	dy Brus	5 fra	. 1 90
13		ley	J. Cr & Se	n's	85							do	9 4	0 1 80
103	6	do do	A No	1 2	55	Im	tra 3-p	3-ply	. 13	35	Biger	ow pru	B 9-11	. 2 00
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10	A	mosk	one AA		24	Pen	hua A. berton ment H ittentor	Ÿ		18%	Ham	ilton X	X	21
10	C	rungt	on		14 21	Whi	ittento	n AA	:	17	Lym	nia an F auen X		18
9	E	veret	n N		13%		2073	ACTIE	n		Mass	sachnae	TIE IX	R. 13
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GENERAL

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10%	Lumb Wh Wh
11 13	Clea Spri Hen Nails- Clin
11 10 10 18	Clin 2d s Cut Paint
24 16% 18	Les Zin Zin Par
26 80 40	Pari
45 47% 19	Butte do West
11½ 16½ 25	do Chees do
27 1/2 30 35	COAL- Auction
23 19 19	COAL- Auction 8,000 13,000 9,000 56,000 9,000
9 16	Livery Livery
20 15 13	COFFE Bio P do go do fa do or
10½ 2½-18	do fa do or Java,
3-13½ 17 18	Java, Ceylo Marac Lagua Si Do
12 15 14	Mexic
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2-14 20	COTTO
16 30 27%	DRUGS Argols
16	Argols Argols Argols Arseni Bicart Bichr
20 22	Brimst Brimst Camph Castor Chlora
15 20	Castor Chlora Causti Cochin
20 2236	Causti Cochin Cochin Cream Cubeb Cutch. Gambi Ginsen
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	Jalap. Lac dy Licorie
42% 40 85	Madder Madder Madder Nutgris
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. 43 1. 23 2) 25	FRUITS. Raisins. do L. do S. io V. do L. Currani Gisron, Prunes. Dates.
	io V do L Currant
1 90 1 80 1 70 2 00 1 90	Prunes Dates Figs, Sp
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. 19 . 21	Dome Apples,
. 17 . 18 . 26	do do do Peache
3. 13 . 23 . 17	Blackb Cherries,
. 17 . 19 . 13 . 17%	GUNNIE

ASHES-Pot,1st sort ¥ 100 b 8	25
BREADSTUFFS-Seespecial report.	
White pline mer. 03. 5 us. 25 us. 3	10 75 00 00 00 00 00 00 75 75 75
BUTTER AND CHRESE—         25           Butter—State, dairles, com. to fair.         25           do Welsh         52           West, tabs, good to fine.         22           do common         22           do common         6           Cheese—State factory.         9           do State dairy, common to fine.         7	36 34 25 14 13
9,000 tone egg. 5 30 6 5 5,000 tons stove. 5 40 6 5 9,000 tons chestnut. 6 4 Liverpool gas cannel. 15 00 6 18 Liverpool house cannel. 20 30 6 21	85 00 85 45 55 00
do ordinary (2014) Java, mats and bags. gold. 254,3 Ceylon. gold. 224,6 Maracalbo gold. 23 6 Laguayra gold. 224,6 Si Domingo. gold. 19 6 Savanilla gold. 224,6 Mexican. gold. 21,6 Mexican. gold. 21,6	22 K 21 K 20 K 19 K 27 23 K 25 K 25 K 25 K 28 K 28 K 28 K 28 K
American ingot, Lake	40 38 40 23
COTTON-See special report.  DRUGS & DYES-Alum	
Matter, Fr. B.A.F.F. 5% 3	10 61 12 % 12 3 % 10 15 10 10 10 10 10 10 10 10 10 10 10 10 10
2107	19
Raisias, Sectiess, new # frail.   6   5   6   6   6   2   10   6   6   6   6   6   6   6   6   6	00 00 22 77 4 534 88 98 88 00 29
Blackberries. 11 6	

_	THE CHILON	TOI	11	1
	GUNPOWDER— Shipping \$ 25 h keg	:::	999	4 25 8 75 1 00
	HEMP—Am. dressed. # ton. American undressed. Russia, clean gold. Manila, current # 3 Sisal	200 90 115 30 225 90	000000	9
	HIDES— Dry—Buenos Ayres # Drid Montevideo	24 23 18 18 18 18	9999	26 233 19 183
	wet Saited— Buenos Ayres Pb gold. Para. California Texas. cur. East Indis Stock— Calcut. slaugh. Pb gold. Calcutta, dend green. Calcutta, buffalo. Pb	10	999 9999	14 11 12 14 18 18 18 14
	HOPS-Crop of 1873. * b Crop of 1872. Crop of 1871. Crop of 1870.	10	6000	50 35
	IRON-Pig, Am., No.1. Pton. Pig, American. No. 2 Pig, American Forge Pig, Scotch Barradued Eng. & Amer	33 00 30 00 28 00 39 30	9999	40 00 32 00 30 00 48 00
	Bar, Swedes. Scroll Hoop Sheet, Rus. as to assort. gold. Sheet, sing., d. &t. com. Rails, Eng., \$\pi\$ ton gold Rails, Am., at works in Pa	63 00 70 60	88888888	35 00 60 00 183 65 00 75 00
	LEAD— Spanish, ord'y \$100 mgold German. " English Bar Pipe and sheet		œ	7 00 7 00 7 00 9 25 10 50
	LEATHER— Crop. slaughter, Texas. Oak, rough Hemlock, B.A. California. Orlnoco, &c. rough.	86 83 27) 26 25	000	45 89 36 30 28 27 5 36
	MOLASERS— New Orleans good to choice. # gall, Porto Rico. Cuba Muscovado. Cuba Clayed. Cuba curtifugal and mixed. English Islands.	17 25	806800	75 50 25 26 19 45
	NAVAL STORES— Tar. Washington Tar. Wilmington Pitch. city Spirits turpentine Pisch. strain'd # bbl No. 2 pale extra pale extra pale		600	3 12% 3 50 2 90 3 30 3 00 3 75 4 00
	NUTS— Filberts, Sicily.  ttaight Nuts. rew Walnuts Bordeaux Hickory Nuts. Chestputs. Peanuts. Peanuts. Almonds, Languedoc. do Tarragona. do Jvica. do Shelled.	19%	@ @ @	21
	OAKUM			
•	DILS—Olive, in caks # gall Linseed, crushers prices # gallon, in casks Cotton Seed Crude S Menhaden, prime light Whale, bleached winter Whale, Northern Sperm, crude Sperm, crude Sperm, leached winter	95 ( 95 ( 70 ( 63 (		96 42 × 35 72 65
1	PETROLEUM— Crude, ord'v grav., in bulk, # gal Crude in bbls Refined, standard white Naptha	15%	20.00	5½ 10¼ 16 9¾
1	Provisions		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	5 00 3 90 9 06 7 00 2 00 3 00
	Rangoon, dressed, gold in 1 ond Carolina.		3	2% 8%
2	ALT— Turks Islands	32	3	

SALTPETRE-	
Refined, pure	13%@ 14 @ 6% & 5%
SEED—Clover, new. \$\pi\$ Timothy. \$\psi\$ bush Hemp, foreign. \$\psi\$ bush Linseed, American, rough. Linseed, Cal. \$\pi\$ 55 b gid SILK—Tsatice, No. 3 chop. \$\pi\$ Taulce, re-recled. Taysaam, Nos. 1 & 2 Canton, re-recled No. 1	2 75 @ 2 80 2 25 @ 2 80 2 25 @ 2 15 2 26 @ 2 15 2 60 @ 8 00 6 90 @ 6 50
SPELTER— Plates, foreign, #100 m, gold Plates domestic	. 750 @ 775 8% @ 11
SPICES— Cassin Sluger, Af	1 25 @ 1 30 1 00 @ 1 02 4 1 @ 22 4
SPIRITS— Brandy, f'ign b'ds	1 82%@ 1 85
STEEL— English, cast, 2d&1st qu. English, spring, 2d & 1st qu. English blister, 2d & 1st qu. English blister, 2d & 1st qu. American blister. American cast, Tool. American cast, Tool. American macOhery. American weconery.	@ 17
SUGAL'— Cuba, inf. to com. refining do fair to good refining do prime, refining do fair to good grocery do pr. to choice grocery do pr. to choice grocery io Melado io Molasses	6 6 7 7 1 4 6 7 4 7 4 7 4 6 7 4 6 6 7 7 4 6 7 4 6 7 4 6 7 4 6 6 7 4 6 6 6 7 4 6 6 6 7 4 6 6 6 7 4 6 6 6 7 4 6 6 6 7 4 6 6 6 7 7 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7
10 Melado   10 Melado   10 molasses   10 m	
Porto Rico, reining grades. do grocery grades. Brazil, bags. Manila, bags. White Bugges, B. do do extra C. Vellow sugars Crushed Powdered Granulated.	61/4 6 7% 6 9% 91/4 9 9% 9 6 9% 10% 6 10% 6
TALLOW-American P	7 @ 7%
TEAS—  Myson, Common to fair.  do Superior to fine- do Ex. fine to finer:  Young Hyson. Coff., it fair.  do Superior fo fine- do Superior fine.  do Ex. fine to fines:  Supowder Com to fair.  do Ex. fine to fines.  Imperial. Com to fair.  do Ex. fine to fines.  Extra fine to fines.  Hyson Sk. & Tw. C. to fair.  do do Sup. to fine.  do do Ex. fine to fines.  Uncol. Japan, Com. to fair.  do Sup'r to fine.	35 @ 47 50 @ 87 25 @ 30 87 @ 45 57 @ 92
TIN—Banca P b,gold. Straits  Rnglish Plates I. C.char. P b Plates, char. Terne	29 & 29 % 29 & 29 % 3 50 @ 16 00 9 50 @ 9 75
TOBACCO— Kentucky lugs, h'vy (new c). leaf, " leaf, " Seed leaf, Conn., wrprs, '72. Pennsylvania wrappers, '71. Havana, com. to fine. Manufac'd, in bond, dark wrk. bright work.	7¼@ 8¾ 9 @ 15 18 @ 50 5 @ 9 25 @ 60 75 @ 1 10 16 @ 25 20 @ 45
WOOL— American XX American, Nos. 1 & 2. American, Combing. Extra, Pulled. No. 1. Pulled. Oa. if for pia. Spring Clip— Fine, unwashed. Medium.	50 @ 52 45 @ 49 57 @ 63 40 @ 48
No. 1. Fulled California. Spring Clip—Fine, unwashed. Medium. Common South Am. Marino unwashed. Cape Good Hope, unwashed. Texas, fine. Texas, medium. Smyrns, unwashed. ZINC—Sheet	25 @ 35 83 @ 35 83 @ 96 26 @ 35 25 @ 32 17 @ 19
FREIGHTS STEAM	-ILA8-
TO LIVERPOOL: S.d. 8. d. Cotton \$\frac{1}{2}\text{0}\$ \$\frac{1}{2}	8. d. 8. d. 9-186 % 4 50 3 12%A 40 0 13 a 6

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